

**TRANSPORTATION PERMIT EFFICIENCY AND ACCOUNTABILITY COMMITTEE
(TPEAC) MEETING, DECEMBER 11, 2002
WESTCOAST HOTEL, OLYMPIA, WA**

COMMITTEE MEMBERS PRESENT

VOTING

Senator Dan Swecker, Senate Republican Caucus
Senator Margarita Prentice, Senate Democratic Caucus
Representative Phil Rockefeller, House Democratic Caucus
Representative Doug Ericksen, House Republican Caucus
Don Nelson (for Jerry Alb), Washington State Department of Transportation
Gordon White, Washington State Department of Ecology
Jackie White (for Joan McBride), Association of Washington Cities
Scott Merriman (for Glen Huntingford), Washington State Association of Counties
Greg Hueckel, Washington State Department of Fish and Wildlife

NON-VOTING

Dan Dixon, Consulting Engineers Council of Washington
Christine Golightly, Columbia River Inter-Tribal Fish Commission
Willy O'Neil, Associated General Contractors of Washington
Nina Carter (for Ann Aagaard), Statewide Environmental Groups
Grant Nelson, Association of Washington Business

INVITED

Tom Eaton, U.S. Environmental Protection Agency
Bob Turner, NOAA Fisheries
Dan Mathis, Federal Highway Administration
Lynn Childers, U.S. Fish and Wildlife Service
Sheila North, Federal Transit Administration, Region X
Bill Wiles, Upper Columbia United Tribes
Annie Szvetec, Washington State Department of Natural Resources
Thomas F. Mueller, US Army Corps of Engineers

COMMITTEE MEMBERS NOT PRESENT

Dick King, Washington State Building and Construction Trades Council

INTRODUCTIONS AND AGREEMENT ON LAST TPEAC MEETING HIGHLIGHTS

Senator Swecker opened the meeting, welcoming everyone to Olympia. The meeting was scheduled to begin at 8:30 instead of the usual 9:00 to accommodate the full agenda. The Senator asked everyone in attendance (including those in the audience) to please sign in so there would be an accurate list of attendees for administrative purposes and to sign up if they want a copy of the Watershed Subcommittee's Draft Characterization Methods Report.

Scott Merriman, Washington Association of Counties, told the committee that he was not present at the November meeting in Yakima, as the highlights had reflected. The November meeting highlights were adopted by TPEAC with this revision.

STORMWATER PANEL

Bill Moore, Stormwater Technical and Policy Lead from WA State Department of Ecology (DOE) presented his agency's perspective on the challenges of stormwater. Bill said stormwater runoff is the leading cause of urban water quality problems in WA State and water quality problems are directly related to the amount of total impervious area (TIA) in a watershed. Too much runoff, too fast, causes flooding, stream channel erosion, and reduction of summer base flows. Untreated road and highway runoff frequently exceeds state water quality standards for numerous pollutants, and frequently exhibits aquatic toxicity. DOE is responsible for administering two environmental laws: the state Water Pollution Control Act and the Federal Clean Water Act, which directly regulate stormwater and water quality. Although there are many technical challenges, there are opportunities with Watershed-Based Characterization.

Peter Birch, WA State Dept. of Fish and Wildlife, (WDFW) presented WDFW's characterization of the problem. Some of the impacts include: erosion from increased peak flows in winter/lower base flows in summer, increased sedimentation, and introduction of harmful contaminants. WDFW has limited permitting authority to regulate site-specific stormwater discharges in municipalities not covered by DOE's National Pollution Discharge Elimination System (NPDES) permit. WDFW would prefer that all municipalities adopt stormwater programs containing fish-protective standards; thus eliminating the need for stormwater Hydraulic Project Approval (HPA's).

Kenneth Stone, Project Services Branch Manager at WSDOT's Environmental Affairs Office, presented WSDOT's characterization of stormwater. Ken said highway runoff contributes to the stormwater problem; however insufficient data exists on the significance relative to other sources. WSDOT is highly regulated due to linear facilities and the complex, uncoordinated stormwater regulatory framework in our state, and they are addressing stormwater management on many fronts.

William Stelle of Preston Gates and Ellis, LLP, told committee members his involvement in Stormwater/Watershed issues began a number of years ago when he was working in the endangered species program with NOAA Fisheries. WSDOT met with them to try to explore opportunities between WSDOT and NOAA Fisheries to stimulate and foster more effective watershed restoration efforts and open up opportunities on a case-by-case basis for stormwater management options. After his tenure at NOAA Fisheries, WSDOT asked him to prepare a paper on the subject, Managing Stormwater through an Integrated Watershed Program.

Willy O'Neil, AGC, told Will Stelle he believes the old guidelines are ineffective and he believes there are restrictions to going off site. Wille Stelle agreed but said under the Clean Water Act there are obligations to obtain water quality. You can go off site but you have to give information to support it. Bob Turner, NOAA Fisheries, feels the

obstacles are political because no one wants to be the regulator. He thinks the problem is an institutional one, not a political one. Dan Mathis, Federal Highway Administration (FHWA), said there is a successful stormwater treatment facility that is award winning from FHWA (Indian Creek won a design award), and it is shown on the cover of the TPEAC meeting book. He said this happened because people came together, and he asked committee members how they could do something like this in the future. Gordon White, DOE, said they are committed to find solutions to this and he suggested TPEAC have a second Stormwater Panel to discuss some of the ways available that might work off-site. Greg Hueckel, WDFW, and Willy O'Neil, AGC, both believe the Watershed Subcommittee should be a part of the stormwater issue because of their expertise.

Senator Prentice made a motion to establish a separate subcommittee to deal with stormwater issues. After much debate on the subject Peter Downey, Streamlining Manager, asked TPEAC to task him with bringing a formal stormwater proposal back to them next month. He will find out what is needed, how to get there, and will talk to people who would like to be a part of this new group. Senator Prentice is willing to delay the motion for one month.

TRAINING, COMPLIANCE, AND REPORTING SUBCOMMITTEE

Sandy Manning, DOE, and Patty Lynch, WSDOT gave an overview of the subcommittee's findings and recommendations. They said the Environmental Compliance and Assurance Procedure for Construction were developed as an integral component of the Environmental Management System (EMS), and were developed by the subcommittee in cooperation/partnership between WSDOT's Environmental and Construction offices and the regulatory agencies. A database is currently being put together, containing the "who, what, when, where, and how", and if any costs are incurred because of the violation. The environmental permit tracking system will track the permits as the subcommittee does not want to wait until June to keep track of the violations so they are getting a database in place that will be effective and in use when the document goes out. Senator Swecker said the activity was put together by WSDOT, who reached out to the Compliance Subcommittee to create this document. Ownership of the document belongs to WSDOT, but TPEAC unanimously endorsed it.

Patty Lynch from WSDOT talked about the subcommittee's training plan. The subcommittee looked at the information that came back from the Sondeo process and other areas, and they found twelve areas that need to be addressed. They looked at an array of over 80 existing environmental courses existing and filtered them down to twelve, with 11 courses prioritized per compliance goals and violations. They designed courses to meet the needs of a wide array of people, like contractors, WSDOT staff, etc. The subcommittee has considered their target audience (people involved in delivery of transportation projects), and budget and fiscal impacts (development, material, and trainer costs).

The subcommittee asked TPEAC to approve and endorse their resolution (the Statewide Environmental Training Plan and Estimated Costs); it is a cost estimate that will be forwarded to the legislature to be used in their budget process (although it is not a budget). Willy O'Neil, AGC, said they wanted TPEAC to look at hard costs and they felt

the legislature would want to see details and indirect costs. There have been a number of local government inspectors who would be involved in this and they will tailor this course to local governments needs. Senator Swecker said he wants this to be dispersed to as wide of an audience as possible. There was a motion and a second to adopt this resolution, none were opposed and the motion passed unanimously. Now it will be forwarded to the legislature for training costs.

Sandy Manning from DOE talked about Agency Auditing. Ecology, WDFW, and DNR are required to audit WSDOT for compliance and report to the legislature. The auditing procedure draft for review only covers compliance; it does not cover self-permitting by WSDOT. The goals of agency auditing are to share inspection information with other agencies, use the existing violation reporting system and compare to WSDOT tracking systems, and determine if compliance procedures and training are successful. Their next steps (coming in January) are to bring their final recommendations and resolution on their Regulatory Auditing Procedure, the Interim Environmental Violation Reporting System, and the Environmental Compliance Assurance Procedures (for Ferries and Maintenance). The subcommittee is asking TPEAC to approve their resolution for Environmental Compliance Assurance Procedure for Construction Projects and Activities (resolution #19). TPEAC voted, and unanimously passed this second resolution.

PLANNING SUBCOMMITTEE

Sharon Love, FHWA, presented an overview of the subcommittee's progress to date. Many of the Planning Subcommittee members attended the meeting also to answer questions if needed. Sharon said they did reach consensus and draft white papers, although the white papers are not yet finalized. They will do so if TPEAC would like them to, however Sharon said they have provided the most current information in their report to TPEAC. Another thing they wanted to emphasize in their report is there are a number of factors affecting the state right now so resources may not be available. The subcommittee came up with a list of possible actions in several areas, and the complete lists, along with a copy of their Final Draft Report to TPEAC, can be found in the Planning Subcommittee's portion of the December 2002 meeting book or on the TPEAC website at <http://www.wsdot.wa.gov/environment/streamlineact/default.htm>.

After much discussion on the Planning Subcommittee's presentation, Senator Swecker said they needed to move on and they would need to skip the working lunch discussion "TPEAC II: Next Steps" because of time constraints. However, he would discuss this topic at next months meeting. He asked Dan Mathis, FHWA, to talk about the Federal Permit Streamlining Executive Order after lunch. He also said he made an Executive Decision to have a Planning "brainstorming" session during the workshop meeting that will be held in lieu of the regular TPEAC meeting, sometime early in 2003. The Senator asked the Planning Subcommittee to bring their white papers to this workshop session, and he asked them to help plan and prepare for this future event.

RESOLUTION ON SSHIAP

Greg Hueckel, WDFW, brought Resolution 17 "For the Purpose of Identifying SSHIAP as a Tool for use in Making Permit Decisions and Evaluating Mitigation Options" to the committee. Representative Rockefeller had to leave for a while because he had a meeting

he had to attend. He left his changes with Senator Prentice, which she shared. He wanted to add a date to the resolution, and he wanted to eliminate part of number three.

Bruce Crawford, Project Manager for the Monitoring Oversight Committee, from the Interagency Committee for Outdoor Recreation (IAC), asked to speak to the committee members. He suggested a friendly amendment consistent with the WA Comprehensive Monitoring Strategy (which looks at all of the monitoring). This amendment would recognize that his committee and TPEAC are working on this issue and would be in agreement. He said his committee thinks all of these data systems are tied together and should be combined. Per Bruce, one of the findings of his group is that it is unlikely that state agencies will be able to fully fund and keep all of these monitoring systems up to date without help.

Willy O'Neil, AGC asked what the bottom line was (in dollars), and asked if they were presupposing legislative approval. Senator Swecker said he would prefer to defer Bruce's recommendation to the committee who wrote the SSHIAP TPEAC resolution. The Senator doesn't think the two will be in conflict with each other, but he would like to take a look at the SSHIAP resolution and the amendments that were provided by Representative Rockefeller. Bruce said he would leave copies of his committee's work with TPEAC.

After further discussion, changes were made to the SSHIAP resolution, it was amended, and then it was unanimously passed by TPEAC. Senator Swecker then assigned it to the Watershed Subcommittee, and if anyone wants to make any changes they will have to go through that subcommittee.

PILOT PROJECTS UPDATE

Shari Schaftlein, WSDOT, presented the Pilot Project Subcommittee's updates on Hood Canal Bridge (HCB) to TPEAC. Jeff Sawyer, who was scheduled to speak, had a meeting in Tacoma he had to attend so Shari spoke in his place.

Regarding the HCB, Shari said they would need help from everyone involved in the project in order to get things completed by the ad date. There is about a ten-week window between the ad date and the start of the construction. Given the time frame, they want people to be comfortable with everything before construction begins. They are negotiating setting up acoustic monitoring to get data on noise levels because of fish kill. This is something new for WSDOT and they are making progress.

Regarding the Critical Path Schedule, professionalism is critical as the ad date is absolutely locked in. There has been a lot of hard work behind the scenes to make everything come together and work. They are only going to get there with management creativity and the staff working as hard as possible. If there are lots of comments, they may not make the ad date and they may have to look at what can be done without redesign.

They have completed conflict resolution on the stormwater issue with WDFW. There was negligible impact due to oil runoff (based on analysis), and a minimal benefit of piling removal was demonstrated. The pilings they are removing for shading impacts will contain more oil than what would have occurred due to oil runoff.

Regarding the SR24 Pilot Project, a handout was provided to TPEAC, which contains a quick tabular representation of all of the discipline reports. The IDT will get together in February to discuss what did and did not work. They are packaging all of the reports, which will go on the shelf, and they will pull everyone together in June to have a workshop to prepare the final document. Senator Swecker said he believes the legislature needs to take responsibility for not providing funding for transportation projects through their completion.

Regarding the One Stop/Pilot Subcommittee, Shari said they have prepared a list of tasks (listed in the Pilot Project Update section of the December meeting book or on the WSDOT website at <http://www.wsdot.wa.gov/environment/streamlineact/default.htm>), and they have assigned lead people to head up each of the tasks. Shari said there is a lifetime of work for them to do and they will meet early in January to decide what is possible for the subcommittee to do and what they will need consultants to handle.

Because of time constraints there was not much discussion after Shari's presentation, but she was asked to bring the Unified Permit Binder to the January TPEAC meeting.

TPEAC II: NEXT STEPS

This topic was deferred until next month due to a lack of time.

DISAPPEARING TASK FORCE ON PERSONNEL

Gordon White, DOE, presented an update on the Disappearing Task Force on Personnel. Gordon said they are trying to find ways to adopt the series used by WSDOT, use their own Environmental Specialist series, or make changes to the environmental series. One of the problems they are facing is according to federal law; interagency personnel can only be in place for two years. This means of the staff will disappear from USFWS in a year and a half.

They are also trying to find ways to keep costs down. They have the same agreement in place with both the US Army Corps of Engineers (USACE) and NOAA Fisheries. One of the differences between the WSDOT, USFWS, DOE, USACE, and NOAA Fisheries positions are the pay scales. Senator Swecker asked if the positions can be made into WSDOT positions but Lynn Childers, USFWS, said he prefers they do not do this. Senator Swecker then asked Bob Turner from NOAA Fisheries to talk about this issue.

Bob Turner, NOAA Fisheries, believes there is a problem with hiring someone from a different agency, who will then work on the hiring agencies permits. He was uncomfortable with this issue initially, but he believes they will resolve this and in his opinion, this is not an actual problem but a potential, perceptual problem. Senator Swecker asked if there is a way around these problems. Lynn Childers, USFWS, said it

will take innovation, and through Gordon White, DOE, Jerry Alb, WSDOT, and himself they are working things out. He is confident that they resolve the issues and they will provide better pay for the people.

Senator Swecker asked for a timeline because they have been waiting for quite sometime to get this done. Gordon White, DOE, said he thinks they can fix things in the next year and a half. He appreciates the help WSDOT has given and he hopes USFWS and WSDOT can work out an agreement. Lynn Childers, WSFWS, said they are working on the problems and he hope to have things worked out before the year and a half is up. Senator Swecker said he wants to hear a good report at the next meeting; they want the best people working on things. Gordon White, DOE, wants to be clear on the problem Ecology is facing; other agencies pay staff more than they do at Ecology. He said he has to take careful steps to move forward, and he appreciates everyone's patience. He hopes to have some good news for TPEAC in January.

WATERSHED-BASED MITIGATION SUBCOMMITTEE

Peter Birch, WDFW, and Dick Gersib, WSDOT, presented the Watershed Subcommittee's Characterization Methods Report to TPEAC. The Subcommittee has been working on their Watershed Characterization Methods Report that includes the results of the SR 522 test case. This is a working document that is undergoing peer review and some parts are still in development. Dick said he wants to do to draw attention to the fact that the report only represents the views of the authors, and it is only a *draft* report. Appendix A, SR 522 Draft Report, is the case study, and Appendix B is the Beta Test, which is not yet complete. The Draft Methods Document was sent to the Watershed Subcommittee Monday, December 9th, and amendment A (the case study) will be sent as soon as it has been formatted. A peer review is forthcoming. All of these documents will be available on the TPEAC website, <http://www.wsdot.wa.gov/environment/streamlineact/watershed.htm>.

Their preliminary recommendations regarding the Beta test are to develop early environmental detection tools and to do Beta test methods on the I-405 corridor. They also plan to integrate the lessons learned from the SR522 test case and their Beta Test into policy documents. The subcommittee has to have the institutional framework to agree that they will do things the way they have planned, and implement the methods between the various agencies.

Peter and Dick said their next steps are to have formal subcommittee recommendations developed and present them to TPEAC (probably in February). They will have their document released as an operational draft; they will analyze test case mitigation options and determine policy questions to be answered for the alternatives to be feasible. One of the things they would like to do is to morph the Watershed Subcommittee into a policy group. The work being turned out now is encouraging; they have at least a certain level of knowledge on the Watershed Process that is different than what they have been doing in the past. The two big things they have learned are to move forward on methods and development, and how do they move forward with policy on the lessons learned?

FEDERAL PERMIT STREAMLINING EXECUTIVE ORDER

Dan Mathis, FHWA, told committee members the goals of the Federal Permit Streamlining Executive Order are to promote environmental stewardship and to expedite environmental reviews of high-priority transportation projects. This will require new streamlining measures to be formulated and implemented in a timely, responsible manner.

An Interagency Task Force was established, consisting exclusively of the Secretary of Agriculture, Secretary of Commerce, Secretary of the Interior, Secretary of Defense, Administrator of the Environmental Protection Agency, Chairman of the Advisory Council on Historic Preservation, the Chairman of the Council on Environmental Quality, and the Secretary of Transportation who serves as the chair of the Task Force.

Full details of this Executive Order can be found on the FHWA website at: <http://www.fhwa.dot.gov/stewardshipeo/>. Dan, FHWA, said WA State chose not to nominate any projects for this process and he asked if someone from WSDOT would like to explain to TPEAC why they did not. Senator Swecker responded and said they were afraid the process would become so bureaucratic that it would bog down our streamlining process. He said they felt we had such a head start that we didn't want to slow our process down.

PUBLIC COMMENTS/WRAP UP

There were no public comments.

Peter Downey, Streamlining Manager, WSDOT, said TPEAC II: Next Steps would be covered at the January meeting. Also, and he will not be available for the January meeting as he will be on vacation in Mexico. He told committee members the Training, Compliance, and Reporting Subcommittee will bring more recommendations to TPEAC in January as well.

He wanted to recognize the efforts of Linda Healy and Susan Camerer, TPEAC's Administrative Staff from WSDOT, who did a great job putting this meeting together. With that, he wished everyone a Merry Christmas and the meeting was adjourned.

TRANSPORTATION PERMIT EFFICIENCY AND ACCOUNTABILITY COMMITTEE
(TPEAC) MEETING, NOVEMBER 13, 2002
DOUBLETREE HOTEL, YAKIMA, WA

COMMITTEE MEMBERS PRESENT

VOTING

Senator Dan Swecker, Senate Republican Caucus
Senator Margarita Prentice, Senate Democratic Caucus
Representative Phil Rockefeller, House Democratic Caucus
Representative Doug Ericksen, House Republican Caucus
Jerry Alb, Washington State Department of Transportation
Scott Boettcher (for Gordon White), Washington State Department of Ecology
Jackie White (for Joan McBride), Association of Washington Cities
Scott Merriman (for Glen Huntingford), Washington State Association of Counties
Greg Hueckel, Washington State Department of Fish and Wildlife

NON-VOTING

Dan Dixon, Consulting Engineers Council of Washington
Christine Golightly, Columbia River Inter-Tribal Fish Commission
Willy O'Neil, Associated General Contractors of Washington
Ann Aagaard, Statewide Environmental Groups
Grant Nelson, Association of Washington Business

INVITED

Tom Eaton, U.S. Environmental Protection Agency
Michael Grady (for Bob Turner), NOAA Fisheries
Dan Mathis, Federal Highway Administration
Lynn Childers, U.S. Fish and Wildlife Service
Sheila North, Federal Transit Administration, Region X
Bill Wiles, Upper Columbia United Tribes

COMMITTEE MEMBERS NOT PRESENT

Hugo Flores, Washington State Department of Natural Resources
Michael Lamprecht, US Army Corps of Engineers
Dick King, Washington State Building and Construction Trades Council

INTRODUCTIONS AND AGREEMENT ON LAST TPEAC MEETING HIGHLIGHTS

Senator Swecker opened the meeting, welcoming everyone to Yakima, encouraging all in attendance to stay for the Referendum 51 discussion in the afternoon. He told committee members he is looking into changing the TPEAC monthly meeting format to a workshop setup for the February meeting.

The October meeting highlights were adopted without any revisions by TPEAC.

RESOLUTION ON SSHIAP DATA FOR USE IN PERMITTING

Greg Hueckel from WA State Department of Fish and Wildlife (WDFW) presented a resolution for the purpose of identifying Salmon Steelhead Habitat Inventory and Assessment Program (SSHIAP) as a tool for use in making permit decisions and evaluating mitigation options. Jerry Alb from WA State Department of Transportation (WSDOT), Willy O'Neil from Association of General Contractors (AGC), and Greg were tasked by Senator Swecker to write this resolution, making SSHIAP the data system focused on transportation projects. Greg said they would utilize the Advance Environmental Mitigation Revolving Account (AEMRA) funds to construct portions of SSHIAP.

Ann Aagaard, Statewide Environmental Group, thinks clarification may be needed in the resolution because she sees too many conflicts regarding how the data has been gathered. She also has philosophical problems with WSDOT getting mitigation credits just because they can put money into the pot for SSHIAP. Ann doesn't think mitigation is a refined science, she believes it is more of a negotiation art. Willy O'Neil, AGC, said he, Greg, and Jerry worked on an amendment before the meeting that takes care of Ann's concern. Senator Swecker said data must be gathered each time and information has to be created, which is expensive, time consuming, and problematic. If people would agree to use SSHIAP data, he thought we could save time and money.

Representative Erickson asked if SSHIAP was specific to salmon, or if you still have to go out and mitigate for other things (like bull trout). Jerry Alb, WSDOT responded to this question, he said most of today's activity surrounds salmon, aquatic environment, and bull trout. He added that SSHIAP addresses the issues the public is worried about. Senator Swecker said one problem we have to deal with is the impact on salmon and the amount of water we have in this state, and having a good data system available is going to help keep costs down, which results in a win-win situation.

Ann Aagaard expressed concern that if the data is not available, SSHIAP does not serve as a baseline. Sheila North, Federal Transit Administration (FTA) responded to this concern. She said although the data is not complete, it can be. There is compatibility in the system with WDFW and as soon as data can be collected, it can be entered into the system. Senator Swecker said if good data is available to be drawn on, we would use it. He referred to the resolution which says SSHIAP is the best available science, and it says we will use information that is available instead of spending the rest of our life studying things. Lynn Childers, U.S. Fish and Wildlife Service (USFWS) said the importance of this resolution is to use SSHIAP as a tool and to have it as one of the tools that can be used. He too is concerned about what the resolution says about comprising the baseline. Senator Swecker said this is one of the skunks out there that he would like to put on the table as it is an issue people work on behind closed doors but no one is sure if it has been done right. Mike Grady, NOAA Fisheries, supports Lynn's changes, supports the baseline data, and said the intent of the resolution is not that we will only look at SSHIAP. They are working on a template for biological assessments, which plays directly in with this discussion, and having the template in front of the agencies is going to be extremely helpful. He also understands there is a perception that things are done behind closed doors, but what is happening is that they have a clearly defined set of actions that they can proceed with. Representative Erickson wondered what is being done to the streamlining process if the

resolution language is watered down so much. He would like to pull money out of the general fund for this but that “well is dry”. Greg Hueckel said they are not asking that SSHIAP be all encompassing, just a baseline; a core that can be built upon, and it doesn’t preclude using other information outside of the baseline. Tom Eaton asked if SSHIAP was set up for water quality data layers and Greg Hueckel replied that anything can be added as long as the information is special enough.

Senator Swecker decided it was time to go on, craft the language, and make suggestions and/or changes, as the goal is to perfect SSHIAP. Because of time constraints Senator Swecker said it was necessary for the committee to move forward with the next item on the agenda, and they could tackle this issue again after lunch. (*When the committee also ran short on time in the afternoon, the resolution was set-aside until next month by the Senator.)

SR-24 PILOT PROJECT

Todd Trepanier, WSDOT’s South Central Region Assistant Regional Administrator for Planning and Program Management, opened the presentation with an update on the SR 24/ I-82 to Keys Road “Doc Hastings” site visit. It was a successful visit that planted a seed and the project is now being turned over to Kerry Grant, WSDOT’s South Central Project Engineer, who will be taking the lead.

Kerry Grant spoke next about the SR 24 Highway project, the main route to Hanford with a daily traffic load of 20,000 vehicles. The purpose of this project falls into five different areas:

- 1) Mitigate congestion and reduce delays for the traveling public.
- 2) Provide connectivity of traffic between the City of Yakima and I-82, and Yakima County.
- 3) Promote economic development for Yakima Valley.
- 4) Improve intersection and mainline safety.
- 5) Scour proof the Yakima River Bridge. (The bridge is scour critical, meaning as the river moves through the bridge it is trying to cut back underneath the footings, taking soils. Eventually the footings drop, causing the bridge to drop at one end and become unstable. This places all of the stress on the other crossing.)

Jason Smith, WSDOT’s South Central Region Assistant Environmental Program Manager, told the committee that his role is with environmental operations. He said they have been dealing with some of the issues TPEAC is dealing with, such as information gathering and how to use it to make good decisions. He offered to come to a future TPEAC meeting to talk about this subject.

Jason believes the SR 24/ I-82 to Keys Road project is a good one for TPEAC to look at, because there are a lot of different things that converge in the area of the project. There are levy issues, flood plain acquisition issues, problems with the regional sewer treatment plant, old pit sites, and many conflicting land use issues.

Jason said the bridge over the Yakima River was designed to keep the floodway in a certain location. This bridge poses a real risk of failure. There are dike inadequacies and the solid sediment transport within the system is poor. In addition, there are mines on the outside of the

levies and the Yakima sewage treatment plant relies on the river staying in the same location in order to meet their permit requirements.

Joel Freudenthal, Fisheries Biologist, spoke next about the Yakima County Flood Control Zone District. Joel said there is a big difference between Western Washington and the Central Region as floods in Central Washington tend to be much more spiky. This means there is a shortage of time in terms of flooding in the basin. Because the 1996 flood caught everyone off guard, the county commissioners decided they needed to think more about what they were doing.

The irrigation system and other water infrastructure depend on the flow of the Yakima River. Potable water lines come out of the river and sewer lines go back into the river. The water, sewer, transportation, stormwater, and drainage infrastructure have all been constructed in relation to the river. There is a major constricting effort at the bridge over the river because the piers are oriented at a 50-degree angle through the crossing. This is very inefficient for passing water, causing sediment accumulation. When this bridge was designed, the river flow was different. The piers were oriented to make the structure as hydraulically efficient as possible, but now it is hydraulically inefficient. All of the sediments stop upstream, causing streambed sediment to erode. If you look at the entire river basin, the steepest reaches can be found in the lower half of the river, which means even minor flooding makes it re-grade. Every time this happens WSDOT must go out and protect the bridge piers. The farther you move down the valley the more likely it is that groundwater is going to come to the surface. The bottom part of the lower valley at Union Gap is the most biologically valuable as all of the river channels here are highly productive due to nutrients. They are also thermally stable because the water has traveled through the ground, making it fairly stable.

Senator Prentice asked Joel how to proceed with this project now that Referendum 51 has failed. Joel said they need a new mechanism for funding since the Referendum was going to supply 19 million (which was not quite enough) to the project. By managing the river and the funding options, things become more flexible. Mike Grady from NOAA Fisheries asked when we would expect a biological assessment given the funding scenario and Joel said he expects it next year. Willy O'Neil, Association of General Contractors (AGC), said they unveiled the reaches study in Ellensburg last month and asked if it would make sense to fund this with salmon restoration dollars given the benefits to salmon with this project? The reply was yes; it may be something to look at. Peter Downey asked if there would be a major problem if the bridge is not replaced and there is a major flood. Joel said yes, there are sixty-six scour bridges in the country and this is one of the top five. He said he doesn't want to scare people so they will not drive on it as WSDOT has done a lot of work to make it safe. They need to monitor it but do not think there will be a problem for the next couple of years. Senator Prentice doesn't think they are being alarmists as she is from a part of the country where flash floods occur and said if we wait for a problem to occur, people will say we should have addressed it. People should be fully warned that this could happen, which is why we need to address it.

Bob Hall, Yakima area business leader spoke next. Bob said his passion in life is growing both jobs and the community. Economic development and vitality is a big part of Yakima as it is an agricultural and light manufacturing based community. Bob is a member of the community based group called TRANS-action, that has representatives from WSDOT, Yakima Valley

Council of Government, the city of Yakima, the city of Union Gap, the city of Moxee, the City of Selah, the Yakama Nation, Greater Yakima Chamber of Commerce, People for People, Associated General Contractors, Yakima Greenway, New Vision Development Association, Yakima Auto Dealers Association, Yakima Downtown Business Association, and Local Businesses. Don believes it is the job of citizens to put things on the plate, and the job of leadership to place the priorities.

Senator Swecker's question to Bob was with the failure of Referendum 51 there is not any money to do this project but in the past they set up a regional transportation authority. If the legislature were to set this up for other areas and it was available as an option for this area, would the people here want them to go ahead with some of these projects? Bob's reply was that he has limited understanding of this issue and cannot answer. Senator Swecker responded, saying people have an easier time voting for a local project that will be specific for their area than voting for projects that are statewide. The projects are now so broad and complicated that trust is an issue, however, people might trust something that is local. Bob said his personal opinion is that igniting pride in the people is important. If you have pride, you can get the vote. Olympia won't save Yakima; it has to start inside. Representative Erickson asked Bob if the TRANS-action team is putting things together, and Bob replied that they are setting the scene.

ONE STOP/PILOT PROJECTS SUBCOMMITTEE ISSUES

Grant Nelson, Association of Washington Business and chairman of the One Stop Subcommittee, presented the subcommittee's "Questionnaire About the IDT Participant for the Hood Canal Bridge Project (HCB)" to committee members. The subcommittee is looking for feedback from the HCB Interdisciplinary Team (IDT) so they can determine if people understand the One-Stop process. They also want to find out what is needed to improve the process. The questionnaire is in two parts; with one of the functions of the first part being to find out what role the individual completing the form has on the project. Part two of the questionnaire gets to the specifics of the project activities. Grant said they want to get the Questionnaires out to the Hood Canal Bridge project members tomorrow (November 14th) depending on whether TPEAC accepts it or makes any changes.

Senator Swecker said a new iteration of the One-Stop process is needed, as the first attempt was a learning process. Before making any changes to this process he thought they should wait for the results of the questionnaires. Grant said they are now in the stages of seeing if the One-Stop process works and changing it now could complicate things. Senator Erickson thought the results could provide answers and wanted to know when the subcommittee would get them back so TPEAC could look at them before their January meeting.

Grant and Shari Schafflein (WSDOT and the chair of the Pilot Project Subcommittee) told TPEAC for the past three months their members have been discussing the possibility of merging into one subcommittee, with one hundred percent concurrence from everyone. Both have mutual goals, both have seen attendance fall off in their respective meetings, both groups agree that they should possibly merge, and there is a core of six or seven people who attend both subcommittees. Shari said the combined subcommittee will review their roles and tasks, look at both mission statements, and review all work that has been done and needs to be done. The next combined meeting will take place on December 4th. Regarding the Hood Canal Bridge Pilot Project,

everyone has the One-Stop process in front of them now and they have been facilitating guidelines and creating tools that essentially do the One-Stop process. They would like to create bullet statement guidelines and draft IDT guidance, and they want to find out which software management tools everyone uses to determine what will help the process. Senator Swecker asked TPEAC members for a motion to combine the subcommittees; it was so moved and then seconded. The motion carried and Grant and Shari were told to “go forth and do good things” by Senator Swecker.

Next, Shari gave an update on the Hood Canal Bridge Pilot Project. She said the Biology SWAT Team has been very successful, resolving their concerns about moorage, murrelets, pontoon disposal, and eelgrass monitoring. The remaining concerns are graving dock fish handling, replacement of fishing access, pile driving (because of the fish kill), and lighting under the temporary work bridge. The Derelict Fishing Gear issue has been resolved as it has been removed, but the stormwater issue still needs to be resolved. They will work out the issue of known carcinogens and the risk to herring bends, and the stormwater issue may go to Dispute Resolution. They have a proposed seven-step Mitigation Negotiation process and there is a question as to where the watershed approach should be put in the IDT process. A mitigation agreement came back that was worked out between WDFW, DOE, and the IDT, and they are trying to see where it fits in so they can do better on the next project.

Presenting her update on the I-405 Pilot Project, she said although Referendum 51 failed, there is some logic in continuing the environmental work. The IDT will regroup and see if there are some projects that should be moved up. She will bring a report to TPEAC in December.

PERSONNEL DISAPPEARING TASK FORCE

Jerry Alb from WSDOT presented a progress report on the Disappearing Task Force, which was created to get resource agency positions stabilized and determine how we function in the liaison program. One of the things they looked at was the high turn over rates at some of the agencies. The turnover in these positions began because they were created as temporary positions before being changed into permanent project positions. They also had low salaries compared to their federal counterparts. To deal with this, the state and other agencies have created personnel requirements. The Task Force had to address the pay/stability issues as well as biological talent. The goal of the liaison managers is to stabilize the liaison program and provide stability to people so they know they have a job. They are looking at establishing permanent positions, being competitive with the market, and they still need to work out infrastructures with the agencies.

There are no restrictions with the Revised Code of Washington (RCW) to create solutions and there are no Washington Administration Code (WAC) requirements that prohibit solutions. Some agency administration decisions need to be addressed, they need to look into concerns about Reduction in Force (RIF), and they must deal with equity of staff issues because of salaries differences among the various agencies. Lynn Childers from U.S. Fish and Wildlife Service (USFWS) and representatives from both DOE and WSDOT will soon set up a meeting to work out a program that is acceptable with everyone. They are also moving forward with the Army Corps of Engineers (ACE) and NOAA Fisheries. Willy O’Neil expressed frustration that government cannot get something in place and wondered why funds cannot be given to state agencies to get this process done. He is going back to his board (AGC) to see if he can get the

TPEAC statutes amended to possibly provide funding. Senator Swecker said he wants to be involved in this process if the Disappearing Task Force does not get resolution before their meeting on November 25th, and he wants this issue taken care of before he goes back to the legislature to ask for money. Jerry said Sandy Manning from DOE exemplifies what a liaison is. She looks and works to the benefit of the State of Washington, sometimes taking flack from both DOE and WSDOT because they each think she takes a stand with one or the other.

EROSION CONTROL AND SPILL PREVENTION MODEL ORDINANCE

Gene Colin, President of Ferguson Construction, spoke about erosion control and spill prevention guidelines. Per Gene, the AGC co-opted with the State Building Code Counsel to come up with a model ordinance that everyone could use, even smaller jurisdictions that may not have staff resources. In doing so, they came up with the idea that it would be best if the building code counsel could fabricate a model that would be homogenous with WSDOT practices as well as be something that can be used statewide. It took two years to go through the process and they touched every phase and stakeholder that would be affected. They also co-opted with WSDOT, thanks to Jerry Alb who was able to get funding, and were able to turn WSDOT specs into building language. It was approximately a two-year process, it is now being adopted by lower jurisdictions, and they have had the cooperation of the entire building industry.

Leanne Liddicoat, Education Foundation Director for AGC, presented next, on the partnership between WSDOT and the AGC Education Foundation (ACGEF). The ACGEF provides education for the industry and they have some minor things going into schools. WSDOT provides the curriculum, instructor manuals, PowerPoint presentations, and is the chair of the Training Advisory Committee. ACGEF provides the training schedule, they initiate curriculum changes, manage database for all classes, provide certificates, and design/deliver annual instructor training program. Over 3,500 people have gone through this program over the last four years. Leanne said they would be interested in any outcomes, ordinances or programs that may come out of TPEAC so the people in the classes can be productive on the job site.

FEDERAL PERMIT STREAMLINING EXECUTIVE ORDER

Because of time constraints Senator Swecker asked Dan Mathis from the Federal Highway Administration (FHWA) if he would present his review of the Federal Permit Streamlining Executive Order at the December TPEAC meeting. Dan agreed.

WORK PLAN REVIEW

Peter Downey, from WSDOT and TPEAC's Streamlining Manager, brought the work plans from the Programmatic and Watershed Subcommittees. Both work plans were in the form of draft Gantt charts, which will be updated as time goes on. Peter said he intends to have plans like this developed for all of the subcommittees, and invited committee members to express any concerns they may have and to also give their input.

PERFORMANCE MEASURES

Peter Downey told the committee the percentages listed with TPEAC's tentative goals, (25% reduction in mitigation costs, 50% increase in environmental benefits, 50% reduction in redesign of transportation projects, 50% reduction in the time required to get permits, and 60% of increase in the number of project permits that receive programmatic approval), have caused much angst

and are problematic because they cannot really be measured. WSDOT's proposal is to reprioritize where we are going, with Permit Compliance being the first alteration toward Performance Measurement. They also want to look at the time required to develop permits and gain approval, project redesign, and environmental cost and benefit as a mitigation decision tool. Right now the Performance Measurement group is working on developing a system to track the total number of permitted activities, the number and percent of activities under multi-agency programmatic permits, and the number and percent of activities under single agency programmatic permits. Currently, there is not a measurement technique in place but Scott Boettcher (DOE) is working very hard on this issue.

In regards to mitigation costs and environmental benefit, there are problems in defining baseline, "mitigation" cost, and in determining/quantifying environmental benefits. Peter is proposing TPEAC change their view for now, moving over to a Watershed-Based Mitigation decision making tool instead of a program evaluation tool. The next steps are to develop a detailed work plan for delivering programmatic permit and permit compliance evaluation. Peter hopes to have work plans completed to bring back to TPEAC in December. Tom Eaton would like to discuss this topic further because he wonders how you can develop environmental costs if the outcome is unknown. Senator Swecker agreed and said he would like this to be one of the topics in the workshop meeting.

REFERENDUM 51

Peter Downey said TPEAC was funded for about three million, which is part of the current law budget that is in effect through March. It will be up to the legislature as to what is going to happen after that. Senator Swecker hopes TPEAC is a critical part of future state funding. The defeat of Referendum 51 had an impact on WSDOT's budget, but there are two projects, Hood Canal Bridge and the SR 522 Watershed project, that will move forward regardless of the vote.

Representative Ericksen believes TPEAC needs to decide if they want to streamline permits and make things go faster. Senator Prentice believes in this process and said we need to have something to show, even if we show how difficult this process is. She thinks it may be difficult for agencies that have different missions to come together to get projects built. Willy O'Neil (AGC) thinks we missed a major victory. The tour of the Yakima Bridge project occurred earlier in the month and one of the most compelling things said was people expect TPEAC to bring people together (and they have done it), for the common good of the community. He believes the most important thing TPEAC can do is build community, which was done in Yakima, and everyone should be proud of this accomplishment.

WRAP UP

Senator Swecker thanked everyone for attending and told everyone that he will be on radio station KVI on Thursday, November 14th, at 6:00 am. Senator Swecker adjourned the meeting.

**TRANSPORTATION PERMIT EFFICIENCY AND ACCOUNTABILITY COMMITTEE
(TPEAC) MEETING, OCTOBER 9, 2002
WEST COAST HOTEL, PASCO, WA**

COMMITTEE MEMBERS PRESENT

VOTING

Senator Dan Swecker, Senate Republican Caucus
Senator Margarita Prentice, Senate Democratic Caucus
Jerry Alb, Washington State Department of Transportation
Scott Boettcher (for Gordon White), Washington State Department of Ecology
Joan McBride, Association of Washington Cities
Scott Merriman (for Glen Huntingford), Washington State Association of Counties
Greg Hueckel, Washington State Department of Fish and Wildlife

NON-VOTING

Dan Dixon, Consulting Engineers Council of Washington
Christine Golightly (for Paul Lumley), Columbia River Inter-Tribal Fish Commission
Willy O'Neil, Associated General Contractors of Washington

INVITED

Tom Eaton, U.S. Environmental Protection Agency
Bob Turner, NOAA Fisheries
Sharon Love (for Dan Mathis), Federal Highway Administration
Hugo Flores, Washington State Department of Natural Resources
Lynn Childers, U.S. Fish and Wildlife Service
Sheila North, Federal Transit Administration, Region X
Bill Wiles, Upper Columbia United Tribes

COMMITTEE MEMBERS NOT PRESENT

Representative Phil Rockefeller, House Democratic Caucus
Representative Doug Ericksen, House Republican Caucus
Ann Aagaard, Statewide Environmental Groups
Grant Nelson, Association of Washington Business
Michael Lamprecht, US Army Corps of Engineers
Dick King, Washington State Building and Construction Trades Council

INTRODUCTIONS AND AGREEMENT ON LAST TPEAC MEETING HIGHLIGHTS

Senator Swecker opened the meeting, welcoming everyone to Pasco. He introduced A. Michele Maher, member of the WA State Transportation Commission, a member of the audience, inviting her to join the TPEAC committee members at the table. He also encouraged audience members

who wanted to speak before the committee during the Public Testimony segment later in the afternoon to complete the Public Testimony sheets, which were available at the sign in table in the lobby.

The August meeting highlights were adopted without any revisions by TPEAC.

WATERSHED – BASED MITIGATION SUBCOMMITTEE

Peter Birch from WA Dept. of Ecology (DOE) said the subcommittee's test case (SR 522), a major part of their work, has produced some interesting products. Today several subcommittee members would be presenting progress reports on the subcommittee's substantial progress. He credited other subcommittee members for their hard work, and said they will bring more to TPEAC in the upcoming months.

Peter introduced Al Wald, hydrologist from WA State Department of Transportation (WSDOT). Al is an employee of WSDOT's Environmental Affairs Office (EAO) and a part of the group working on watershed analysis for transportation projects, specifically as related to stormwater, wetlands and biological parts of the project. Al told the committee that watershed is equal to environmental benefit plus project deliver goals. He said they are developing a methodology to increase environmental benefit, and many in the watershed group believe they can have cost benefit. He also said water inventory is not the watershed they are focusing on, it is important but there is not one watershed - there are different watershed scales for different watershed analysis. You look at watershed in terms of volume, it is a three dimensional component that includes groundwater in addition to surface water.

Tim Hilliard, also an employee of WSDOT's EAO and part of the team working on watershed analysis for transportation projects, spoke next about Local Watershed Coordination Issues. Tim said the Watershed Subcommittee's SR 522 Test Case is working closely with WSDOT's regional staff performing watershed studies in the Water Resource Inventory Area (WRIA 7), with WSDOT staff members attending some of the subcommittee meetings. (WRIA 7 technical committee includes staff from a variety of local and state agencies.) Subcommittee representatives from WSDOT, the Governor's Salmon Recovery Office, DOE and WA Department of Fish and Wildlife (WDFW) have been to Snohomish County offices for two coordination meetings with WRIA 7 staff. Tim said local staff and SR522 staff updates each other on activities, discussing what they can share – like reports, data sets, mapping projects, etc. Most useful for SR522 test case is a set of data related to the total impervious area (TIA). Tim identified some of the local priorities, such as the Ecosystems Restoration Opportunities in the Snohomish River Valley, the Snohomish River Basin Near Term Action Agenda, and the Snohomish River Basin Salmonid Habitat Conditions Review.

Lauren Driscoll from DOE finished the Watershed Subcommittee's presentation, speaking about the wetlands element of Resource Characterization. Lauren said their work is essentially in three steps with the first step, which includes both the Global Imaging System (GIS) layers and Al Wald's piece, completed. The second step, Watershed Characterization, is what they are working on now and Lauren said the subcommittee is trying to put things into a common process - how things move through the landscape – wood, heat, wildlife, fish habitat, etc., instead of focusing on each resource individually. Lauren said Watershed Characterization looks at the

larger scale, not just the project area. They must identify degraded wetlands in at-risk basins with hydrologic alterations drained and vegetation alterations cleared. For each watershed process, they are going to identify if the watershed is functioning, not functioning, or at risk. They will also look at local needs and local goals, and they will focus on local outreach of the individual landowners. The subcommittee will also look at the “at risk” basins to focus their mitigation. Lauren said the basic goal of environmental impacts is to minimize and they want to meet this and go beyond, minimizing the bad and maximizing the benefits.

After these presentations Senator Swecker asked the members of TPEAC for their reactions. Greg Hueckel from WDFW said they are looking at alternative mitigation approaches, they like what they are seeing and they support it. Joan McBride from Association of WA Cities said the plan is beautiful and “almost seems too good to work”. She is pleased (with a cautionary approach) that they might be able to do off site mitigation, expressing concern about local jurisdiction, asking that local community and comprehensive plans are taken into account. Scott Merriman from WA State Association of Counties expressed both caution and concern. He said if the focus becomes making the most of environmental investments outside of urban growth, it impacts counties and not cities; it must be a balance between the two. Senator Prentice was pleased that Joan and Scott verbalized their values, and thought they “hit the nail on the head”. She also said she had insisted representatives from cities, counties, tribes and federal agencies be a part of TPEAC when it was first created because they have differing values and they do not want to degrade the environment when completing transportation projects. Senator Swecker asked Bob Turner from NOAA Fisheries if he thought we were headed in the right direction. Bob said yes, with a footnote - determine how much habitat is necessary for recovery within the habitat. He also said we don’t know if there are still sufficient wetlands left in the watershed and they are looking for practical solutions. Tom Eaton from U.S. Environmental Protection Agency thought using watershed mitigation for projects makes abundant sense, but is concerned that there are various groups who are doing the same analysis. If so, he would like to see these groups work together on the studies so we can save public money. Jerry Alb from WSDOT said a commonality between agencies is needed and a system that everyone can use needs to be developed. Senator Swecker wrapped up the discussion by complementing the Watershed Subcommittee.

PLANNING SUBCOMMITTEE

Sharon Love from Federal Highway Administration (FHWA) presented an overview of the subcommittee’s work to date. She said they have focused on NEPA because many of the transportation projects require a NEPA Environmental Impact Statement (EIS) and over ninety percent of them are categorically excluded from NEPA analysis. They have also looked at a subset of projects that both raise planning questions and have Environmental Impact Statements (EIS). Sharon said they have had long discussions, and many concerns and options still exist, but they have reached agreement that the Growth Management Act (GMA) is the accepted framework for transportation and land use planning and environmental analysis of transportation impacts. They also agree that GMA can be improved and are looking at ways to do so.

Currently, they are developing recommendations through a number of white papers, exploring both the pros and cons. The subcommittee will bring their recommendations to TPEAC in December.

Scott Merriman. WA State Assoc. of Counties told TPEAC the Planning Subcommittee meetings are frustrating from a local government perspective. He said they spent a lot of time accepting GMA; they discussed at length the need to get transportation projects through but did not focus on what they needed to do as a subcommittee to facilitate this. He believes they should look at identifying the issues they want to work on so they know where to focus their energy. He talked about the 1997 SEPA GMA legislation that has a component (and provided funds) to do sub-area planning. It also paid for local governments to do sub-area plans in a comprehensive plan so when projects come forward you would already have the information needed. Senator Swecker said there is now a presidential mandate for streamlining and wondered if there may be money available that the subcommittee can use. Sharon Love from FHWA said the subcommittee is talking about cumulative impacts with many of the concerns coming from EPA and the services (they are looking at their resources they are protecting). Lynn Childers, USFWS, said doing habitat conservation plans with local governments would provide regulatory assurance and appear logical. He offered someone from his staff to come and talk about Habitat Conservation Plans (HCP).

PILOT PROJECTS SUBCOMMITTEE

Shari Schaftlein from WSDOT gave TPEAC an update on the progress to date and said Pilot Projects are now getting into the nitty-gritty. Shari said the Pilot Project Subcommittee and the One Stop Permitting Subcommittee have been thinking of combining into one subcommittee. The two groups have an overlap in a couple of area, people and ideas, and they have had a couple of meetings to try and connect theory and practice. Each subcommittee will review their roles and tasks, look at each other's mission statement, and will review the work that has been done and the work that needs to be done.

Regarding the Hood Canal Bridge Pilot Project, they are making progress in getting the permits and have had many accomplishments to date. Both Jefferson and Kitsap Counties' applications for Shoreline Permits and Exemptions went out August 9th, the National Pollutant Discharge Elimination System (NPDES) Permit was issued on September 23rd (six weeks early), and the Kitsap County Substantial Shoreline Development hearing scheduled for October 24th is right on schedule. All ten agencies have been in attendance and talking at the Interdisciplinary Team (IDT) meetings with the IDT forum being used to reach resolution on a stormwater treatment confusion issue. Agency representatives have referred to the project as "our project", and long-term relationships have developed between various agencies. Some agency representatives have expressed surprise about the overall permitting process, which they are not normally exposed to. Some of the Project Management Tools being used are the Issue Tracking Tool, the Unresolved Issue Tracking tool, the Decision Making/conflict Schedule Tool (a no fault conflict resolution tool), and the Permit Milestones Tracking Tool (which was derived from an Ecology Permit Streamlining Tool). Because of the long-term relationships that have been built, people are reluctant to use the Dispute Resolution Process.

Regarding I-405, the Mitigation Task Force has met and they have a list of 120 projects from the community, which the Task Force put through a screening process to get down to 12, and then 8, and they are meeting today (October 9th) to pair this list down to 3. The project team will make its selection in three weeks, and will use Advance Environmental Mitigation Revolving Account (AEMRA) dollars for scoping and preliminary design.

The SR 24 Pilot Project will be highlighted at next month's meeting in Yakima. The Yakima River Reaches Study, a Biology Component, has been completed and the group who worked on this will meet with county officials in the next couple of weeks to make sure their information is good so it can be added to the Discipline Reports and the Master Document. Currently, a field trip to the Yakima River is being scheduled with Congressman Doc Hastings and TPEAC members. It should occur sometime late in October.

TRAINING, COMPLIANCE, AND REPORTING SUBCOMMITTEE

Subcommittee Co-Chair Willy O'Neil from Associated General Contractors of WA (AGC) presented a framework of the Training, Compliance and Reporting Subcommittee's recommendations. The subcommittee wanted to look at EMS to get a compliance process in place, to develop a training plan, get an Environmental Permit Compliance Reporting System in place, get an auditing program in place, and they will be coming back to TPEAC to get dedicated funding. Willy thanked Jim Spade from WSDOT's Construction Division and Sandra Manning from DOE for all of the work they have done. He said the subcommittee decided they want to work on construction projects and activities although there is some resistance to some of the things that have been proposed. However, they intend to work out these issues in their subcommittee meetings. They want to make sure personnel on construction sites (regulators, construction folks, and WSDOT), are trained and a training plan is developed and provided. They will also look at agency auditing procedures that are in place. Patty Lynch from WSDOT and others are working on some of these issues. Peter Downey told Willy the subcommittee needs to work with contractors and resource agencies so that they are also involved.

Willy told TPEAC that the subcommittee will use the Environmental Management System (EMS), Compliance Process, Environmental Permit Compliance Reporting System, Environmental Training Plan, Auditing Program for Environmental Compliance, and the Request for Dedicated Funding, to further refine their specific recommendations.

Some of their remaining short term issues include: additional internal and external stakeholder review of their proposal; how to integrate contractor compliance into the proposal; how to implement procedure (e.g. Instructional Letter or Executive Order); how and when to include maintenance and operations in the procedure; training needs – WSDOT/Resource Agency/Contractor; and a timeline for TPEAC adoption and recommendation. The subcommittee's longer term remaining issues are: define priority training needs for implementation of Compliance Procedure; develop training plan and provide training; develop agency auditing procedure; and finalize and implement short-term tracking process for WSDOT compliance issues.

Willy brought the subcommittee's recommendations to TPEAC, which are:

- 1) That TPEAC members review the fourth draft of the proposed Environmental Compliance Assurance Procedure for Construction Projects and Activities and provide comments to Sandra Manning from DOE or Willy O'Neil from AGC by October 25th (for consideration at the Subcommittee's October 30th meeting).

- 2) That the Subcommittee members review the comments at their October 30th meeting and provide a final draft to TPEAC for consideration at their November 13th meeting.
- 3) That once approved by TPEAC, the proposal be forwarded to the Secretary of Transportation with recommendations for training and implementation as appropriate.

CENTRAL WA PROJECTS IN THE PIPELINE PRESENTATION

Don Whitehouse, Regional Administrator in WSDOT South Central Region, gave an overview of the Central Washington projects, many of which are contingent on the passage of Referendum 51. Some of these projects include SR 240 / I-182 to Columbia Center Interchange, SR 240 Richland Wye to Columbia Center Blvd., SR 240 Yakima River Bridge widening, Four-laning US Highway 12 from Burbank to Walla Walla, US 12 McNary Pool to Attalia widening, US 395 / Hillsboro Street Interchange, SR 397 / I-82 SR 397 Intertie, SR 241 North Sunnyside Reconstruction, SR 22 / I-82 to McDonald Road near Toppenish, SR 24 / I-82 to Keys Road in Yakima, US 12 / Old Naches Highway Interchange, I-90 Snoqualmie Pass East, I-90 Ryegrass Summit to Vantage, and I-90 Highline Canal to Elk Heights.

Don told TPEAC that WSDOT delivers cost-effective transportation and is committed to public accountability. He encouraged everyone to look at WSDOT's website at www.wsdot.wa.gov. Senator Swecker tasked Don to look at which of his projects could be available for TPEAC projects. A. Majer said a number of the projects should lend itself to this committee as they have rivers and wetlands.

TOOLS FOR EVALUATING WATERSHED INVESTMENT PROJECTS

Dr. Marnie Tyler from the Science Team at WDFW spoke about Salmon Steelhead Habitat Inventory and Assessment Program (SSHIAP) and Ecosystem Diagnosis and Treatment System (EDT), which are both closely intertwined. Dr. Tyler said their mission is to further salmon recovery efforts through a comprehensive consistent data, using sophisticated analytical tools and digital papers etc. [The foundation of SSHIAP is the hydrological layer, where the stream network is broken down into segments based on gradient \(percent slope\). SSHIAP stores information on each segment, including length, bankfull width, elevation, waterbody type, habitat type, Rosgen channel classification, confinement, stream flow, fish distribution, fish use, and stock status. Other entities may also use the SSHIAP hydrological layer to attach their own data and facilitate data sharing. SSHIAP data provides powerful information that can enhance natural resource decision making. Some of SSHIAP's products are:](#) digital data (maps, tabular data, and reports), Analysis & Results, hard-copy maps (salmonid fish distribution, fish passage barriers, EDT) and web accessibility. It has many applications, such as salmon recovery planning, watershed management, permit streamlining, identifying mitigation solutions, prioritizing preservation/restoration projects, evaluating alternative management options, evaluating, awarding, and assessing salmon recovery funding, eco-regional conservation planning, and county planning.

The EDT method is a habitat-life history approach for evaluating the potential performance of fish populations. This analytical tool translates environmental data and the data can then be used in a variety of ways, such as getting a sense that all culvert projects are not equal, identifying the aquatic habitat conditions that have had the greatest impact on the population, and demonstrating

a coordinated approach across jurisdictions. EDT allows you to target your effort to get the most for your money.

A. Maher said she sees multiple uses for this computer application. Bob Turner from NOAA Fisheries thinks EDT is as good as any tool available now, but would like there to be a something that everyone can agree upon. He said it is being used in recovery planning in Puget Sound. Lynn Childers from USFWS said he is anxious to use this and Marnie Tyler said it is now being used on the Lewis River. Jerry Alb from WSDOT suggested SSHIAP be taken to the Salmon Recovery Board to test it and Willy O'Neil from AGC suggested a resolution should be written and brought to TPEAC next month so the committee can look further at the benefits of the database.

Tim Hilliard from WSDOT gave an overview of the Uniform Environmental Project Reporting System (UEPRS), a web page database with integrated online GIS, which contains information about environmental projects in WA (funded and unfunded, proposed and potential). UEPRS is currently available online statewide, and can be found at www.ueprs.wa.gov.

UEPRS was first called for in the Environmental Project Coordination Act of 1999 (or Substitute House Bill 1204). It was developed as a joint effort between about a dozen state agencies, is WSDOT coordinated, and it promotes coordination among state agencies that fund environmental and mitigation projects. It allows agencies and the public to track project information, promotes inter-agency coordination, supports state-wide view of environmental projects, has GIS capabilities that allow interactive mapping of project data, fosters funding partnerships for environmental projects, and may match funding opportunities to un-funded projects. Currently, funding is not available to enhance UEPRS and SSHIAP data. Additional funding is required for the targeted update schedule for the next three to six months. UEPRS contains site-specific data such as fish barriers, limiting factors, preservation and restoration priorities, etc. It can also be used to identify mitigation opportunities as well.

Sheila North from the Federal Transit Administration, Region X, (FTA) asked if local and federal transit agencies could take part in UEPRS. Senator Swecker reminded the committee again that the federal government has made streamlining a mandate, and he thought data might be a good tool to start with. Willy O'Neil from AGC suggested the committee try to find a way to include the costs for UEPRS and SSPIAP, to give flexibility for getting this moving, and so they can get credit for using them. Maybe they could look at UEPRS and SSHIAP as a way of scoping for advanced mitigation, which could possibly be an opportunity to receive federal dollars.

PUBLIC COMMENTS

Leo Bowman, Benton County Commissioner, Chairman of the Yakima County Salmon Recovery group, soon to be Chairman of the Yakima County Salmon Recovery Planning group, and member of several transportation boards addressed the committee. He said he does not envy TPEAC and the hard job they have ahead of them, and he wants to thank the Legislature for creating this committee. He also believes TPEAC is needed and he sincerely hopes the process will add value, save some money, and not increase the amount of paperwork and regulations. He

is looking for TPEAC benchmarks to gauge success. Mr. Bowman said the quickest way to speed up any process would be to reduce regulations, as less regulations means less hoops to jump through.

WRAP UP

Senator Swecker thanked everyone for attending and told everyone that the next meeting will occur in Yakima at the Double Tree Hotel where the committee will focus on SR 24 and benchmarking. Senator Swecker adjourned the meeting.

TRANSPORTATION PERMIT EFFICIENCY AND ACCOUNTABILITY COMMITTEE
(TPEAC) MEETING, SEPTEMBER 10, 2002
BELLEVUE WEST COAST HOTEL, BELLEVUE, WA

COMMITTEE MEMBERS ATTENDING

VOTING

Senator Dan Swecker, Senate Republican Caucus
Senator Margarita Prentice, Senate Democratic Caucus
Representative Phil Rockefeller, House Democratic Caucus
Representative Doug Ericksen, House Republican Caucus
Jerry Alb, Washington State Department of Transportation
Gordon White, Washington State Department of Ecology
Jackie White (for Joan McBride), Association of Washington Cities
Greg Hueckel, Washington State Department of Fish and Wildlife

NON-VOTING

Dan Dixon, Consulting Engineers Council of Washington
Christine Golightly (for Paul Lumley), Columbia River Inter-Tribal Fish Commission
Willy O'Neil, Associated General Contractors of Washington
Ann Aagaard, Statewide Environmental Groups
Grant Nelson, Association of Washington Business

INVITED

Bob Turner, National Marine Fisheries Service
Sharon Love (for Dan Mathis), Federal Highway Administration
Hugo Flores, Washington State Department of Natural Resources
Peter Birch (for Lynn Childers), U.S. Fish and Wildlife Service
Sheila North, Federal Transit Administration, Region X
Bill Wiles, Upper Columbia United Tribes

COMMITTEE MEMBERS NOT PRESENT

Glen Huntingford, Washington State Association of Counties
Michael Lamprecht, US Army Corps of Engineers
Chantal Stevens, People for Salmon
Tom Eaton, U.S. Environmental Protection Agency
Dick King, Washington State Building and Construction Trades Council

INTRODUCTIONS AND AGREEMENT ON LAST TPEAC MEETING HIGHLIGHTS

Senator Swecker opened the meeting, welcoming attendees to Bellevue. With many attendees having experienced first hand driving I-405 corridor today, it is very appropriate to have the I-405 as the focus of today's meeting.

The August meeting highlights were adopted without any revisions by TPEAC.

Summary of Accomplishments

Peter Downey provided the group with an overview of what TPEAC has accomplished to date. Projects of statewide significance were identified, and approved by the legislature, and from that list, pilot projects were selected. Sondeo interviews have been completed and results collated, providing the Training, Compliance and Reporting sub-committee with critical information they are using to create tools to be used in these three areas. The Planning Subcommittee was created as recommended by TPEAC. Through their respective sub-committees, a One Stop Permitting Process and Programmatic Permit Process have been established. The Watershed subcommittee is working on a test case using a watershed based characterization process. A dispute resolution process was created.

TPEAC is pleased to have tribal participation with Columbia River Inter-Tribal Fish Commission (CRITFC), Upper Columbia United Tribes (UCUT), and Northwest Indian Fisheries Commission (NWIFC).

The agencies have come a long way, working together in a forum to collaborate and cooperate. Senator Prentice reminded the group that at times we feel things are moving a little slow, but that we have made progress and worked together to make things happen. Senator Swecker requested that we all continue to work together to move ahead on the Hood Canal Bridge pilot project, which is at a tough point right now. There is a lot that can be learned from this project and how the process is working.

PILOT PROJECTS SUB-COMMITTEE

Senator Swecker gave an update on SR 24. This project was selected in part, because of the ability to partner with other agencies. This is a pretty straightforward project with 3,000 acres of potential habitat being identified. Senator Swecker attended the meeting with representatives from US Representative Doc Hastings office, providing them with information on the project, letting them know that there is local support and that assistance is needed to get the federal government on board for this project. One goal was to get parties together as a group meeting to not only work on streamlining the permit process but to also do a better job with the environment.

PLANNING SUB-COMMITTEE

Todd Carlson shared the Planning Sub-committee's Mission Statement and their progress to date. Twenty-nine specific tasks have been identified and four white papers are being prepared. The number one issue paper addresses how resource agencies view Growth Management Act (GMA). The question is how can both federal and state agencies distinguish how they will come to the table and work together. This important discussion would address land use and GMA, and identify policy questions. The white paper on GMA will be finalized at the next meeting. The second issue paper addresses habitat conservation work and how it would be perceived by agencies to fit into critical lands and resource management. The sub-committee will also do a first review on the cumulative effects white paper. Will include local, state, and federal agencies. What will it take to have serious participation on all levels? First review for white paper on cumulative effects issues.

There was discussion by the group addressing the involvement of the feds in the process. There has not yet been development of actually what the issues are, and whether growth management is seen as a tool by the agencies.

COMPLIANCE SUB-COMMITTEE

Willy O'Neil provided information on where the sub-committee is in their progress. At this time, they are currently considering guidelines from the Environmental Management System (EMS) approach. They have looked at the Sondeo process and gaps identified, and have identified series of steps for reporting environmental violations. Some finish work yet needs to be done on the training plan, then they hope to have budget information to present to the committee.

I-405 PRESENTATION

Senator Swecker introduced Senator Jim Horn

Senator Horn shared that with the importance of the I-405 project, we have a great opportunity to address the permit problem. The state grew 21% in last 5 years; Seattle only grew 5%. One of four reasons Boeing left was because of traffic congestion. 50,000 hours per day is spent on the I-405/SR167 corridor. We have a 10-year plan that indicated that it is possible to get I-405/SR167 done in 10-year time frame. Of those 10 years, four years was spent in getting the permits. Due to impacts on his business, as well as others, the owner of Bellevue Square wants the project done in 5 years. Senator Horn said that we have the opportunity in getting this done in 3 years. Lets see if we can't make this work.

Mayor Connie Marshall serves as a Transportation Commission Liaison. The Governors Blue Ribbon commission asked that a I-405 committee be formed, of which Mayor Marshall is part. The Mayor expressed that there is a substantial amount of gridlock each day, and citizens want to see this project completed in three years. It is imperative that we make room for the additional 50,000 people who will move into the area in the next 20 years. By streamlining the permitting process, the potential 30% increase of overall project costs due to delays could be substantially decreased.

Craig Stone provided background information to the group. The I-405 corridor is one of the most congested in the state with up to 12 hours of congestion a day. There has been a 56% growth in daily person trips, and by the year 2020, it will increase to 95%. Washington is also the most trade dependent state in nation.

The I-405 plan calls for a new bus rapid transit system, 2 new lanes added in each direction, 50% transit service increase, interchanges upgraded, including SR 167, key chokepoints fixed in Renton, Bellevue, Kirkland and Bothell. There will be 5000 new park and ride spaces, nine new transit centers, 1700 new vanpools, local arterials improved and environmental enhancements.

The I-405 Funding Concept incorporates shared responsibilities between Sound Transit, Metro of King County, Community Transit, Cities, Counties and Washington Department of Transportation. The preferred alternative estimate for this project is \$7.8 billion

Assuming Referendum 51 moves forward, dollars would be available in spring 2003, with construction anticipated to be complete by 2010. If, however, there are delays during the design,

environmental documents or major permits phases, the cost of those delays are \$24M per \$1B every year.

This project will be broken into segments, and are setting the strategies and getting things into place. Parts that are more straight forward, we can get done early, ones that require more discipline will come on board later.

Rick Singer stated that the I-405 is one of the most complex projects, and crosses two watersheds. Permit streamlining is not a luxury for I-405, it is a necessity. We have a partnership with all that are involved with this project, having worked together for about three years already. This group is looking for opportunities to address environmental needs in advance of construction and improve existing environmental problems such as culverts that can no longer pass fish, addressing these issues and making improvements as we go.

Rick reiterated the fact that time is money. The group is looking to TPEAC to help facilitate timely environmental permits, create integrated agency/transportation team, perform environmental work where it will have the greatest benefit, and link to the existing watershed plans.

Immediate coordination opportunities are: I-405/SR 167 interchange environmental demonstration; corridor natural resource plan; and an early-action environmental strategy. Other coordination opportunities are: design-build integration; NEPA/404 merger; co-located resource agency team; one stop permitting; and programmatic approvals.

We have early action strategy for the entire corridor. In traditional scheme, we are going to have impacts. We hope to identify 80% of environmental impacts in advance, and determine what can we do to get the maximum environmental benefit. The Early Action Environmental Strategy will focus on advance mitigation for five types: wetlands; upland habitat; aquatic habitat; storm water, and floodplains.

MID PUGET SOUND FISHERIES ENHANCEMENT GROUP

Laura Wilson from the Mid Puget Sound Fisheries Enhancement Group gave a presentation of what this group does. The theme of their campaign is "Once a year for the Fish", challenging people to devote a day a year to save the salmon.

Regional Fisheries Enhancement Groups were created by the state legislature in 1990, to enhance the salmon and steelhead resources of the state; maximize volunteer efforts and private donations to improve the salmon and steelhead resources for all citizens; assist the department in achieving the goal to double the state-wide salmon and steelhead catch by the year 2000; and develop projects designed to supplement the fishery enhancement capability of the department.

The way that we can help salmon is In-stream Restoration, which includes fish passage barriers; side-channel creation; floodplain creation; spawning gravel addition; and bank grading and protection. We are working to install log barriers and large woody debris to assist in salmon survival and also with the farm community to fence cattle out of the streams to correct fish passage barriers.

In the last 100 years, there has been a 90% loss of salmon returning to spawn. Fish carcasses are a very important part of the ecosystem, and this group distributes carcasses into streams to assist in keeping the ecosystem in check.

To volunteer, one can contact the Mid Puget Sound Fisheries Enhancement Group.

ONE STOP SUB-COMMITTEE

Grant Nelson bought the committee up to date on the status of their committee.

They are currently focusing on three tracks:

Track one; is focusing on evaluating the One Stop Process. The evaluation method is through a survey using existing pilot projects, with a planned completion date of mid December.

Track two; a Unified Permit Binder is a conceptual idea right now. It is a process management tool to support the One-Stop Process when applied to very large, complex, or mega projects. The idea is to have all permit information in one place. A \$50,000 FHWA grant has been made available to secure a contractor to further develop this concept.

Track three; the subcommittee will additionally continue to explore other ideas to achieve the vision of the One-Stop Subcommittee. One idea from the committee was to conduct an extensive review of regulatory requirements to identify and address regulator overlaps, duplications, and redundancies.

Additional ideas that came from TPEAC were:

- a. Have a checklist with time lines for all participants involved for the permitting process.
- b. Senator asked that one One-Stop address barriers and challenges to co-location, and come report back to TPEAC.
- c. Having this information on line.
- d. During complex projects, we need long-term relationships such as teams that will work together for the duration of a project.
- e. Keep agency values and laws in mind.
- f. Get the right people in the right places.

PUBLIC COMMENTS

There were no public comments.

WRAP UP

Peter Downey presented a copy of the current TPEAC calendar to the group and provided them with the link to obtain it. Peter also asked TPEAC to review the Performance Measures and get comments back to Shari Schaftlein.

TRANSPORTATION PERMIT EFFICIENCY AND ACCOUNTABILITY COMMITTEE
(TPEAC) MEETING, AUGUST 14, 2002
LA QUINTA INN, TACOMA, WA

COMMITTEE MEMBERS ATTENDING

VOTING

Senator Dan Swecker, Senate Republican Caucus
Senator Margarita Prentice, Senate Democratic Caucus
Representative Phil Rockefeller, House Democratic Caucus
Representative Dave Morell (for Representative Doug Ericksen), House Republican Caucus
Jerry Alb, Washington State Department of Transportation
Gordon White, Washington State Department of Ecology
Jackie White for Joan McBride, Association of Washington Cities
Scott Merriman (for Glen Huntingford), Washington State Association of Counties
Peter Birch (for Greg Hueckel), Washington State Department of Fish and Wildlife

NON-VOTING

Christine Golightly (for Paul Lumley), Columbia River Inter-Tribal Fish Commission
Willy O'Neil, Associated General Contractors of Washington
Ann Aagaard, Statewide Environmental Groups

INVITED

Bob Turner, National Marine Fisheries Service
Sharon Love for Dan Mathis, Federal Highway Administration
Hugo Flores, Washington State Department of Natural Resources
Lynn Childers, U.S. Fish and Wildlife Service
Sheila North, Federal Transit Administration, Region X
Tom Mueller, U.S. Army Corps of Engineers
Bill Wiles, Upper Columbia United Tribes

COMMITTEE MEMBERS NOT PRESENT

Dan Dixon, Consulting Engineers Council of Washington
Chantal Stevens, People for Salmon
Tom Eaton, U.S. Environmental Protection Agency
Grant Nelson, Association of Washington Business
Dick King, Washington State Building and Construction Trades Council

INTRODUCTIONS AND AGREEMENT ON LAST TPEAC MEETING HIGHLIGHTS

Senator Swecker opened the meeting, welcoming everyone. Senators Swecker and Prentice met with the Board of the Tacoma Tribune to get the word out about TPEAC. The June meeting highlights were adopted without any revisions.

PLANNING SUBCOMMITTEE

Sharon Love from Federal Highway Administration (FHWA) and Todd Carlson from Washington State Department of Transportation (WSDOT) shared the Planning Subcommittee's Mission Statement and provided an overview of their progress, focusing on their four basic top

priorities, which are: 1) Specify how and when natural resource agencies and issues are incorporated or considered in local/metro state plans, 2) Clarify environmental data needed for transportation planning decisions, 3) Improve access to transportation, land use, natural resource and environmental data, 4) Develop methods for assessing cumulative effects. They are writing white papers on these priorities that includes cost/benefit analysis recommendations. The white papers improve access for resource agencies to obtain planning information such as comprehensive plans revisions, the Growth Management Act (GMA) review process (in relation to environmental change), environmental criteria/methods used to develop comprehensive plans, and existing planning studies and environmental data. This information will be more readily available for reference/inclusion in environmental documentation to make better decisions.

Sharon said one of the white papers, based on the Air Quality Planning to Project Delivery process, would be completed in cooperation with the Watershed Subcommittee. This paper will discuss water quality, cumulative impact, biodiversity, and habitat connectivity. The subcommittee's next steps will be to review, discuss and debate the white papers, and then make their recommendations to TPEAC. Senator Swecker tasked them to plan for the next biennium so the budget can be prepared.

PROGRAMMATIC PERMITS AND INTEGRATED STREAMBANK PROTECTION GUIDANCE

Ken Bates, Chief Environmental Engineer with WA Department of Fish and Wildlife (WDFW), presented an overview of the Aquatic Habitat Guidelines (AHG). The AHG, an interagency program sponsored by WDFW, WSDOT, Dept. of Ecology (DOE), US Army Corps of Engineers (USACE), and The US Department of Fish & Wildlife (USFWS), is an integrated approach to marine, freshwater, and riparian habitat protection and restoration. AHG includes some of the following stream corridor topics: Integrated Streambank Protection, Shoreline Modifications, Ecological Issues in Floodplain and Riparian Corridors, Stream Habitat Restoration Guideline, Dredging and Sand/Gravel Mining, Treated Wood, Bridges and Utility Crossings, Fish Passage at Culverts, Fishways, and Fish Protection Screens.

Per Ken, the Integrated Streambank Protection Process (ISPG) is a reach-based design and selection tool for bank protection projects that bolsters planning, funding, design and permitting efforts. It includes Site Assessment, Risk Assessment, Reach Assessment, Habitat Assessment, Mitigation, Compensatory Mitigation, ISPG Techniques, and Selection/Design Considerations.

ONE-STOP PERMITTING SUBCOMMITTEE

Scott Boettcher, DOE, gave an update on the subcommittee's progress to date. The One-Stop Permitting Process is currently being used for two projects, (Hood Canal Bridge and SR 24 in Yakima), and it will be monitored over the next few months to see how the process is working and if the steps and sequencing make sense. The next step is to move forward to create a permit binder, an intensive management tool that incorporates and integrates the projects and permits. A grant was received from FHWA for \$50,000 to create a permit binder approach. Jerry Alb from WSDOT said he would like the Subcommittee to bring their concept and proposal before TPEAC before they move forward, and Senator Swecker said he would like them to work with Jerry Alb and WSDOT before they proceed further.

PILOT PROJECT SUBCOMMITTEE

Subcommittee chair Shari Schaftlein of WSDOT presented a brief update to TPEAC; they are close to developing products. Per Shari, the Pilot Subcommittee and the One-Stop Permitting Subcommittee have been trying to schedule a joint meeting. Although there is good interaction

between the two subcommittees a joint meeting would help develop sub-steps for the One-Stop Permitting Process. Shari also met recently with Scott Merriman and Jackie White, discussing among other things an increase of local government participation in the pilots and projects of statewide significance. As tasked by Senator Swecker, Shari has been working on Environmental Metrics and will present it at next month's TPEAC meeting.

Regarding the ***Hood Canal Project***, Shari brought flip charts from the last Hood Canal Bridge meeting, so TPEAC could gain insight into what happens when the Interdisciplinary Team (IDT) meets. Currently the IDT is reviewing every single permit to determine how to shorten the process and discover any overlap. The difficulty is getting people to communicate how they deliver products. All of the permits will not be obtained by the advertisement (ad) date, and they still have to look at the site for contamination as the historic use of the property that lends to this. Future discussion will focus on the complexity of this issue, how to address it, and still make the ad date. There are also off-line meetings occurring with Jefferson County, to address permitting needs and again, still meet the timeline. Senator Swecker strongly encouraged the Hood Canal Project IDT that it is imperative that the ad date is met.

For the ***SR 24 Pilot Project***, a meeting near the end of August is being coordinated with the US Congressional Representative Doc Hastings and State Senator Dan Swecker. The SR 24 IDT has agreed to a charter regarding communications plans, which will go on the DOT TPEAC web site. (This charter can now be seen at:

http://www.wsdot.wa.gov/environment/streamlineact/subcommittee_docs/Pilot_7_02_SR24_IDT_Charter.pdf).

Regarding the ***I-405 Corridor Program***, progress has been made on recommendations to the Urban Corridors Manager. Because of budget constraints, the project is now focusing on south Renton and the group is trying to determine how to transition from NEPA to an ID Team. They have been studying the other Pilot charters for ideas to develop their own.

Shari is accepting comments on the National Environmental Policy Act (NEPA) Task Force and would like them at your earliest convenience. The Council on Environmental Quality (CEQ) has formed a NEPA task force to review the current NEPA implementing practices and procedures in the following areas: technology and information management; interagency and intergovernmental collaboration including joint-lead processes; programmatic analyses and subsequent tiered documents; and adaptive management.

WATERSHED – BASED MITIGATION SUBCOMMITTEE

Co-chairs Peter Birch from WDFW and Dick Gersib from WSDOT presented an overview of their subcommittee's progress. They told TPEAC that at their the last subcommittee meeting, they heard presentations on the Small Forest Landowner program and Integrated Streambank Protection Guidelines (ISPG) to explore potential opportunities to develop partnerships that would enhance watershed-based mitigation and maximize the net environmental benefit.

Dick explained the relationship between mitigation costs and environmental benefit for stormwater; as the percentage of impervious surfaces increase, the mitigation cost increases and the net environmental benefit decreases. Regarding the SR522 test case, the major focus areas are to establish spatial scales of assessment, stormwater analysis, ESA compliance, Natural Resource characterization, and local watershed coordination. The subcommittee is working toward completing project site assessments and watershed characterization. A series of maps

were created to help visualize watershed scales. Rough drafts of several steps have been posted on the Internet along with the scope of work

<http://www.wsdot.wa.gov/environment/streamlineact/watershed.htm>.

DNR – OFF SITE MITIGATION ON FAMILY FORESTLANDS

Kirk Hanson from Department of Natural Resources (DNR) spoke to TPEAC about Off-site Mitigation on Family Forestlands and Mike Barber from WDFW spoke about Culvert Assessment Overview. Kirk said WSDOT's challenge is mitigating adverse impacts to riparian areas resulting from road projects, creating new opportunities for off-site mitigation to open fish habitat on family forestland. The University of Washington did preliminary analysis and discovered approximately 6,500 miles of forest roads and 8,500 culverts on family owned forestland, and fixing the culverts, (at the landowner's expense), could cost 300 million dollars over the next 15 years. Because of this, WSDOT, DNR, WDFW and the private landowners can form various partnerships to address public resource problems, identify, prioritize, and repair fish-blocking culverts, or create public-private conservation of public resources.

Mike reviewed the Culvert Assessment Overview process, which may include habitat assessment before prioritizing a barrier for correction. It is important to prioritize the removal of fish passage barriers to ensure that those removed first are the ones that provide the greatest benefit to the fish. This provides the ability to compare similar projects in different watersheds, and takes into account project cost and stock status. The web address to find the manual outlining their protocol is: www.wa.gov/wdfw/hab/engineer/habeng.htm#upstrm.

SR 167 FIFE TO PUYALLUP

Pasco Bakotich from WSDOT presented a historical overview of the SR 167 Extension Project. Washington State is only one of two states that have been able to complete a Tier 1 Environmental Impact Statement (EIS) document, which took ten years, and this is only the second record of a decision on a Tier 1 document in the United States. This project is now in Tier two EIS document. Some of the Regulatory agencies WSDOT is currently working with on this project are the Puyallup Tribe, City of Fife, Friends of the Hylebos Wetlands, and the Federal Highway Administration.

This corridor would provide HOV lanes, improve Regional mobility, reduce congestion on arterials and intersections, improve safety on arterials and intersections, reduce heavy truck traffic on surface streets, improve accessibility to the valley, and maintain or improve air quality. Some of the key environmental issues are wetland impacts, stormwater/flooding, displacements, farmland, and stream impacts. There are also interagency challenges, such as the amount of design detail requested during the NEPA process conflicting with NEPA intent, the lack of defined process for addressing secondary and cumulative impacts, and Federal agencies not acknowledging local GMA planning.

PERMIT STREAMLINING OPPORTUNITIES

Peter Downey from WSDOT and Willy O'Neil from Associated General Contractors of Washington (AGC) briefed the committee on Permit Streamlining Opportunities and the six steps to the One-Stop Permitting Process. The steps are: 1) Project definition and the creation of the Interdisciplinary Teams (IDT), 2) the Unified Permit Application, 3) Resource agency permit review, 4) IDT review of the permit requirements, 5) Final agency review, and 6) Final action. In the One-Stop Permitting Process, any member of the IDT may invoke the Dispute Resolution Process at any stage. There is a graduated process to resolve disputes quickly using a variety of

tools. This type of informal mediation can be handled through agency director intervention. There is also an accelerated process to bring unresolved disputes to a higher authority.

Monty Mahan from the Pierce Conservation District and Lenore Jensen of the South Puget Salmon Enhancement Group spoke about the hundreds of potential mitigation project sites in the Puyallup River system that are prioritized and ready to go. Their organizations have teamed up for the last five years to address salmon recovery in the Puyallup River System, including barriers to fish migration. The products they have delivered from their field study include GIS mapping of all known barriers, an inventory database of all sites, and a Priority Index (PI) using WDFW criteria.

PROPOSED 03-05 BIENNIAL BUDGET

Peter Downey, Streamlining Manager from WSDOT, presented the proposed 2003 budget to TPEAC, comparing it to the 2001 budget. He explained that consultants were used initially at TPEAC's inception, at a great cost. The proposed budget shows possible payments to local governments for their participation in the pilot projects but Peter is yet unsure where to show these monies. Also, the new budget does not yet include the Planning Subcommittee, as they have not submitted a work plan and may be finished by the end of this year.

Senator Prentice said she agrees with Peter's budget proposal, and she wanted to assure everyone that DOT only handles the administrative work; they are not trying to take over or tell TPEAC what to do.

PUBLIC COMMENTS

There were no public comments.

Plus/Delta

Senator Prentice thought this was the best meeting to date and expressed her appreciation for all that we had. Next meeting will be at the WestCoast Hotel in Bellevue on September 10th. The meeting was dismissed.

TRANSPORTATION PERMIT EFFICIENCY AND ACCOUNTABILITY COMMITTEE

(TPEAC) MEETING, JULY 17, 2002

LACEY COMMUNITY CENTER, OLYMPIA, WA

COMMITTEE MEMBERS ATTENDING

VOTING

Senator Dan Swecker, Senate Republican Caucus
Senator Margarita Prentice, Senate Democratic Caucus
Representative Phil Rockefeller, House Democratic Caucus
Representative Doug Ericksen, House Republican Caucus
Jerry Alb, Washington State Department of Transportation
Scott Boettcher (for Gordon White), Washington State Department of Ecology
Glen Huntingford, Washington State Association of Counties
Joan McBride, Association of Washington Cities
Peter Birch for Greg Hueckel, Washington State Department of Fish and Wildlife

NON-VOTING

Dan Dixon, Consulting Engineers Council of Washington
Christine Golightly (for Paul Lumley), Columbia River Inter-Tribal Fish Commission
Willy O'Neil, Associated General Contractors of Washington

INVITED

David Hirsch for Bob Turner, National Marine Fisheries Service
Dan Mathis, Federal Highway Administration
Hugo Flores, Washington State Department of Natural Resources
Lynn Childers, U.S. Fish and Wildlife Service
Sheila North, Federal Transit Administration, Region X

COMMITTEE MEMBERS NOT PRESENT

Tom Mueller, U.S. Army Corps of Engineers
Chantal Stevens, People for Salmon
Tom Eaton, U.S. Environmental Protection Agency
Grant Nelson, Association of Washington Business
Bill Wiles, Upper Columbia United Tribes
Dick King, Washington State Building and Construction Trades Council
Ann Agaard, Statewide Environmental Groups

INTRODUCTIONS AND AGREEMENT ON LAST TPEAC MEETING HIGHLIGHTS

Senator Swecker opened the meeting, welcoming new members Joan McBride, representing Association of WA Cities and Glen Huntingford, representing WA Association of Counties. He also thanked TVW for their fine coverage and many agreed the proceedings are very informative for the public.

The June meeting highlights were adopted without any revisions by TPEAC.

THE OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION AND WSDOT CULTURAL RESOURCES OFFICE

Dr. Allyson Brooks, the State's Historic Preservation Officer (SHPO), and Craig Holstine from the WA State Department of Transportation's (WSDOT's) Cultural Resources Office, gave presentations that focused on the National Historic Preservation Act.

Dr. Brooks said The Office of Archaeology and Historic Preservation is the primary agency in WA State with the knowledge and expertise in historic preservation, advocating the preservation of our state's irreplaceable historic and cultural resources. This office looks at a variety of things, including certain grazing permits, Forest Service (FS) Timber Sales, recreation developments, dredging, construction projects, and Federal Communications Commission (FCC) Cell Towers. According to Dr. Brooks, bulldozers cause more damage to archaeological sites than looters.

Craig Holstine from WSDOT summarized WSDOT's compliance efforts under Section 106 of the National Historic Preservation Act, emphasizing WSDOT's efforts in conducting tribal consultation. Craig also spoke about the Programmatic Agreement WSDOT has w/SHPO, the Federal Highway Administration (FHWA), and the Advisory Council on Historic Preservation, which is a great example of streamlining the process.

TRAVEL

Linda Healy from WSDOT gave a brief overview of the new Travel Expense Worksheet, reminding committee members that when requesting reimbursement for travel expenses they need to review both sides of the form carefully, complete it in its entirety, sign the back side and then send it to either her or Susan Camerer within 30 days of the TPEAC meeting. This double-sided worksheet is now the only document that must be signed, with the backside containing important flight information for those members flying to TPEAC meetings. If flying, it is important to contact Linda or Susan at least 3 weeks prior to the meeting so travel arrangements can be made.

NEW PROJECT WEB SITE

Virginia Stone of WSDOT gave a presentation on the new TPEAC website she has developed, which replaces the CH2M Hill website previously used. This new site will be used to communicate TPEAC and subcommittee progress and products, upcoming meetings, and other TPEAC information. The new URL for this website is <http://www.wsdot.wa.gov/environment/streamlineact/>

BUDGET

Peter Downey from WSDOT gave an update on the budget and encouraged committee members to call him if they have any questions. He said the only way he has been able to balance the budget is to do contract amendments with agencies that have unfilled liaison positions. He also told TPEAC there are two \$250,000 grants coming from FHWA's Federal Research Discretionary funds, which will be dispersed among the subcommittees. Peter said it is important to keep more of a national analysis when deciding how to spend these funds.

TRAINING, COMPLIANCE & REPORTING

Subcommittee co-chair Willy O'Neil of Associated General Contractors of Washington gave an overview of the subcommittee's current status. They believe you improve compliance by training and demonstrate compliance through reporting. The subcommittee will use

Environmental Management System (EMS) (ISO 14001), Compliance Process, Environmental Permit Compliance Reporting System, Environmental Training Program, and Auditing Program for Environmental Compliance, as a framework to refine their specific recommendations to TPEAC.

Based on the Sondeo process, the subcommittee has concluded the training arena should include the following four categories: Avoid/Minimize/Mitigate, Legal/Regulatory Responsibilities, Permit Conditions, and Accountability. All personnel involved in the transportation projects should have training in the Policy/Administrative arena, Planning, Pre-Construction, Construction, and Operations/Maintenance phases to improve environmental compliance. The subcommittee has identified a list of existing and proposed training that would encompass three types of training: Statewide, Regional, and Specific (Classroom/Internet, Subject Specific, and On-The-Ground Training).

The subcommittee will provide their final recommendations on training, review existing reporting and compliance systems, and refine their recommendations to include further details on compliance and reporting programs.

PLANNING

Leni Oman from WSDOT provided an overview of the Planning Subcommittee's progress and activities. Some of their accomplishments to date are: mapping the planning process, brainstorming 29 potential products, creating a prioritized matrix of activities, establishing a plan to address the "top four" issues identified, and drafting a work plan for the subcommittee. Next they will write white papers on their top four priority issues, plus analyze an air quality model and ascertain if they can apply any concept to develop water quality models.

The Planning Subcommittee believes their highest priority is to specify how and when natural resource agency issues are incorporated into the transportation planning process, while avoiding additional regulatory burden. They are examining ways to encourage agencies and local governments to do the right thing and reward them for doing so.

Their next priority will be to clarify environmental issues, which gets into the "what and why", and clarify environmental data needed for transportation planning decisions. Third and fourth priorities respectively are to improve access to transportation, land use, natural resource and environmental data, and develop methods for assessing cumulative effects.

PILOT PROJECTS

Subcommittee chair Shari Schaftlein, of WSDOT, presented an update on the three pilot projects' recent actions and progress to date. Regarding the ***SR 24 Pilot Project***, the Interdisciplinary Team (IDT) has been formed creating 10 Environmental Assessment (EA) work teams for environmental assessment. The 10 are: Archeological & Cultural Study, Wetland Analysis, Endangered Species Act (ESA) Biological Assessment, Hazardous Materials, Transportation/Traffic, Mitigation, Air Quality, Recreation/4F, Noise/Visual Analysis, and Flood Plain Analysis, with the Mitigation work team being new ground. A charter, similar to the Hood Canal Charter, has been adopted and as with Hood Canal, they are working backwards from the AD date. At the last meeting, a Geomorphologist came from Montana and gave a presentation, saying this is the first time in the world this type of technology and the necessary mathematical equations have been used. At the next SR24 meeting, the goals are to ratify the Team Charter,

confirm agency support/participation for the IDT schedule, receive an update on the subcommittee activity, and prepare for the Congressional field trip

The ***I-405 Corridor Program*** has issued a Final Environmental Impact Statement (FEIS), there has been late breaking concurrence to try to come to consensus, and all agencies have officially concurred. The first task of the IDT is to pick three or four qualified projects that provide some level of compensation for likely unavoidable impacts.

Shari said participation is relatively good on the ***Hood Canal Project*** and the One-Stop Permitting process is under way, however, only two agencies have submitted their formal vote. No comments have been received on the NEPA/SEPA documents, which in their estimation means everything is fine and they are on track. Clarification has been received from Ecology on addressing stormwater treatment on the bridge, the correction being there was no additional treatment required on the portion of the bridge above the water and the approach roadway is receiving natural sheet flow treatment. The Hood Canal ID team members have been asked to record their individual and institutional comments (+/Δ) to find ways to improve the process. Some of the comments received so far include: (1) Spend more time on real issues, (2) Not meeting often enough, but not enough staff time to devote to this project, and (3) Have WSDOT prioritize projects.

Training is needed on project scheduling software and the Pilot Subcommittee is still looking for other pilot projects as well as looking at having meeting overlap between the Pilot Subcommittee and the One-Stop Permitting Subcommittee for the duration of TPEAC.

WATERSHED SUBCOMMITTEE

Co-chairs Dick Gersib from WSDOT and Peter Birch from Department of Ecology (ECY) gave an overview of their subcommittee's progress on the SR522 pilot project test case. This road-widening project is roughly three miles long and includes an interchange upgrade. Their work plan contains 50-60 steps that must be completed in the next three months, and FHWA funding has been authorized as of July 1.

Dick and Peter said Part I of their project, "Project site assessment" is 60% complete. Part II, "Watershed Scale Characterization", the core of the project, is 10% complete. Part III, "Identifying and Assessing Adequacy of Potential Sites", has not yet been started. The subcommittee is working toward completing all of the parts and all of the steps by the end of September. Virginia Stone from WSDOT has created a website where the team can download/upload their documents, (known as "scope of work"). The address for this website is <http://www.wsdot.wa.gov/environment/streamlineact/watershed.htm>.

The subcommittee's next steps are to coordinate with the Planning Subcommittee to address "Indirect effects", coordinate with the Services on ESA issues and coordinate with State agencies on stormwater issues.

PALADIN AND WSDOT

Jim Nall from Paladin, one of the top 50 data integrators and developers in the United States for the last eight years, and Elizabeth Lanzer from WSDOT gave lunchtime presentations to TPEAC on their respective permit software. Per Nall, Paladin's software, which is now being used in Kitsap County, is intelligent adaptive software that can be used by various systems and it is

generic so it can create new permit types. The system, built on top of a relational database, can track project permits, has a GIS layer, automatically updates itself, can do project permit tracking and/or permitting workflow, provides due dates, and has various innovative features such as allowing employees to work at home.

Elizabeth Lanzer spoke about WSDOT's permitting and compliance tracking data efforts. Within WSDOT's permitting, the EMS emphasizes documentation and data tracking, the Environmental Procedures Manual is an on-line manual with permit forms/links, and the Environmental GIS Workbench has GIS access to available data for permit research. On WSDOT's compliance side, the EMS emphasizes tracking/reporting, the Audit Database is for sites in construction that require site inspections of erosion control and spill prevention practices, and the Environmental Review Summary is a planning tool that will be enhanced for tracking the environmental process by each project. Elizabeth said a WSDOT solution for tracking permits and compliance is being developed in coordination with TPEAC efforts and with other major related data management efforts around the State.

TPEAC PROGRESS REVIEW

Senator Swecker reminded everyone that it has been a year since TPEAC's inception and a progress report must be sent to the legislature in September. He said he would use the committee's comments, along with comments from the TPEAC Progress Report Summary Survey prepared by Peter Downey's staff from WSDOT, to create the report. The committee looked over the survey, using it as a catalyst to their discussion. Senator Swecker reminded everyone the survey was not an indictment of the process, but should help TPEAC decide where they should go from here. Many good comments and ideas were birthed from this process.

PUBLIC COMMENTS

There were no public comments.

PLUS/DELTA

Everyone applauded TVW for their great coverage, with Senator Prentice commenting she receives e-mail from people who watch TPEAC on TVW's local access channel. Joan McBride said she is both overwhelmed and excitement to be a part of TPEAC. On the Δ side, the room layout seemed awkward and the majority agreed with Representative Ericksen that the acoustics in the Lacey facility are a hindrance.

TRANSPORTATION PERMIT EFFICIENCY AND ACCOUNTABILITY COMMITTEE

(TPEAC) MEETING, JUNE 12, 2002

RESORT AT LUDLOW BAY, PT. LUDLOW, WA

COMMITTEE MEMBERS ATTENDING

VOTING

Senator Dan Swecker, Senate Republican Caucus
Representative Doug Ericksen, House Republican Caucus
Representative Phil Rockefeller, House Democratic Caucus
Jerry Alb, Washington State Department of Transportation
Scott Boettcher (for Gordon White), Washington State Department of Ecology
Jackie White (for Greg Kipp), Washington State Association of Counties
Jackie White (for Joan McBride), Association of WA Cities
Greg Hueckel, Washington State Department of Fish and Wildlife

NON-VOTING

Dan Dixon, Consulting Engineers Council of Washington
Christine Golightly (for Paul Lumley), Columbia River Inter-Tribal Fish Commission
Dick King, Washington State Building and Construction Trades Council
Willy O'Neil, Associated General Contractors of Washington
Ann Aagaard, Statewide Environmental Groups

INVITED

Bob Turner, National Marine Fisheries Service
Sharon Love (for Dan Mathis), Federal Highway Administration
Hugo Flores, Washington State Department of Natural Resources
Lynn Childers, U.S. Fish and Wildlife Service

COMMITTEE MEMBERS NOT PRESENT

Senator Margarita Prentice, Senate Democratic Caucus
Sheila North, Federal Transit Administration, Region X
Tom Mueller, U.S. Army Corps of Engineers
Chantal Stevens, People for Salmon
Tom Eaton, U.S. Environmental Protection Agency
Grant Nelson, Association of Washington Business
Bill Wiles, Upper Columbia United Tribes

INTRODUCTIONS AND AGREEMENT ON LAST TPEAC MEETING HIGHLIGHTS

Senator Swecker began the meeting by welcoming everyone and announcing that Joan McBride will be the new representative from Association of WA Cities. Joan was unable to attend the meeting so the Senator thanked Jackie White, her alternate, for her faithful attendance. Jackie has been attending as the alternate for both Washington State Association of Counties and Association of Washington Cities for the past few months.

The May 8th meeting highlights were accepted with no revisions.

SR 104, HOOD CANAL BRIDGE PROJECT

Patrick Clark, Floating Bridge and Special Structures Design Manager from WA State Department of Transportation (WSDOT), provided an in depth review of the engineering and project development issues surrounding the project. Hood Canal Bridge, one of the stiffest floating bridges, the longest bridge across salt water, and a longitudinal Pontoon Bridge, is one of three pilot projects intended to demonstrate the One-Stop Permit Application Process. The bridge is only being replaced on the east half, the west half does not yet need to be and it would be too expensive to replace the entire bridge. Although the west approach to the bridge was retrofitted in the early 1980's, its control section will be replaced to be same as that of the east half since there have been so many advances in technology since then.

HOOD CANAL BRIDGE TOUR

Patrick Clarke, John Callahan, and Amity Trowbridge, all from WSDOT, hosted the committee's field trip to the Hood Canal Bridge and the passenger only ferry terminals at Port Gamble and South Point, for an on-site review of the project and environmental issues. The Department of Transportation has purchased the property at South Point but the lease has not yet been secured for the possible Port Gamble sight. Several citizens were able to come on the tour and found it very informative; one commented that every person who drives across the bridge should also go on a tour of the structure.

HOOD CANAL BRIDGE PILOT PROJECT ID TEAM PRESENTATION

Randy Neff from WSDOT, a member of the Hood Canal Bridge Pilot Project Interdisciplinary (ID) Team, presented a review of the ID team's current status, work, and timeline. Natural resource agency comments have been received on the Environmental Assessment and the finding of non-significance (FONSI) for the Environmental Assessment has been completed and is currently being distributed. The Biological Assessment has been submitted to the National Marine Fisheries Service (NMFS) and US Fish and Wildlife Service (USFWS), and the Joint Aquatic Resources Permit Application (JARPA) has been drafted and is currently in review by the Interdisciplinary (ID) Team.

The Team Charter has been endorsed by participating agencies with most agencies attending the ID Team meetings. Agencies consistently in attendance are: Washington Department of Fish and Wildlife (WDFW), Department of Ecology (ECY), Department of Natural Resources (DNR), USFWS, WSDOT, Federal Highway Administration (FHWA), and Kitsap County. All in attendance are developing a process of communication and trust. Those not in regular attendances have been: NMFS, U.S. Army Corps of Engineers (USACE), and Jefferson County, with TPEAC offering expense money to Jefferson County so they can attend the meetings. Lack of personnel, not finances, limits them from attending, but they are prepared to respond to the permit in a timely manner when it is submitted. Also, the tribes have been unable to consistently attend although they did send a representative to the May meeting. USACE and WSDOT have agreed to coordinate via e-mail because there are few issues of concern for USACE on this project. The ID team would like more local government participation so they can hit all of the bases, but this has not been possible because of staff shortages.

MITIGATION OPTIONS

John Callahan, Assistant Project Engineer from WSDOT, provided an overview of the mitigation efforts associated with the Hood Canal project. FHWA is providing funding with construction beginning in April or May of 2003. During the spring of 2006, there will be an 8-week closure of the bridge in order to replace the east half, and it is estimated that the average daily traffic at

this time will be 21,000 vehicles on the weekday and 26,000 on the weekend (with 4% growth rate).

The closure mitigation actions include: public outreach and signs, a passenger only ferry between South Point and Port Gamble, a program to assist those with essential medical needs who must cross the bridge for treatment, construction of northbound/southbound passing lanes on US101 in the Mt. Walker vicinity, and a rideshare program. The design for this project will be complete in September 2002.

STATE HISTORIC PRESENTATION OFFICER (SHPO) PRESENTATION AND WSDOT CULTURAL RESOURCES OFFICE PRESENTATION

The bridge tour took longer than anticipated so the committee asked Allyson Brooks and Craig Holstine from WSDOT to bring their presentation back to the next TPEAC meeting in July. Both Allyson and Craig graciously agreed.

PUBLIC COMMENTS

There were no public comments at the meeting.

PLUS/DELTA, FUTURE MEETING SCHEDULE

Representative Rockefeller said this was a positive session, connecting the project and theory to streamlining, and although a complicated process, we need to find ways to get the job done in a timely fashion while respecting everyone - but each person needs to be at the table.

WSDOT will be taking over all of the administrative duties from CH2M Hill, including the web site, with June 30th being CH2M Hill's last day. One of the complaints from the committee is that the web site is not always current. Peter Downey told the committee this issue would be evaluated and a determination made as to which functions will continue and be transferred from the CH2M Hill web site to the WSDOT web site.

Willy O'Neil proposed the TPEAC fund a half-time FTE (full time equivalent) Public Information Officer (PIO) from WSDOT to assist with TPEAC outreach, advertising, notification, lunch presentation development, on site tours, and partnering with local Chambers of Commerce. He also proposed changing future meeting locations to increase public awareness and involvement in the TPEAC process. Representatives Rockefeller and Ericksen asked that the July meeting date be postponed one week so they can attend, and the committee all agreed to change the September 11th meeting date, citing last year's terrorist attack as the reason. A vote was taken and the following meeting schedule was approved with the proviso that there would not be a conflict with Senator Prentice's schedule. The meeting schedule agreed upon is:

July 17th in Olympia
August 14th in Pierce County
September 18th in Bellevue
October 9th in Tri-Cities
November 13th in Yakima

Senator Swecker adjourned the meeting.

**TRANSPORTATION PERMIT EFFICIENCY AND ACCOUNTABILITY COMMITTEE
(TPEAC) Meeting, May 8, 2002
WESTCOAST GRAND AT THE PARK, SPOKANE, WA**

COMMITTEE MEMBERS ATTENDING

VOTING

Senator Dan Swecker, Senate Republican Caucus
Representative David Morell (for Doug Ericksen), House Republican Caucus
Senator Margarita Prentice, Senate Democratic Caucus
Representative Phil Rockefeller, House Democratic Caucus
Jerry Alb, Washington State Department of Transportation
Sandra Manning (for Gordon White), Washington State Department of Ecology
Greg Hueckel, Washington State Department of Fish and Wildlife
Jackie White (for Greg Kipp), Washington State Association of Counties

NON-VOTING

Dan Dixon, Consulting Engineers Council of Washington
Paul Lumley, Columbia River Inter-Tribal Fish Commission
Chantal Stevens, Washington State Fish and Wildlife Commission
Grant Nelson, Association of Washington Business

INVITED

Tom Eaton, U.S. Environmental Protection Agency
Bob Turner, National Marine Fisheries Service
Dan Mathis, Federal Highway Administration
Sheila North, Federal Transit Administration, Region X
Hugo Flores, Washington State Department of Natural Resources

COMMITTEE MEMBERS NOT PRESENT

Representative Doug Ericksen, House Republican Caucus
Gordon White, Washington State Department of Ecology
Gregg Kipp, Washington State Association of Counties
Ann Aagaard, Statewide Environmental Groups
Dick King, Washington State Building and Construction Trades Council
Claudia Scrivanich Hirschey, Association of Washington Cities
Willy O'Neil, Associated General Contractors of Washington
Lynn Childers, U.S. Fish and Wildlife Service
Tom Mueller, U.S. Army Corps of Engineers

INTRODUCTIONS AND AGREEMENT ON LAST TPEAC MEETING HIGHLIGHTS

Senator Swecker welcomed everyone to Spokane. Morning fog caused some attendees to experience flight delays so the Senator delayed the introduction of Peter Downey, the new Environmental Streamlining Manager, until his arrival. The Senator directed everyone's attention to the Program Management status charts, which function as a planning tool to help with the workload, at both the TPEAC and subcommittee levels. Committee members will

continue to receive these charts at each TPEAC meeting. The highlights of the April 10th TPEAC meeting were accepted with no revisions.

TRAINING, COMPLIANCE, AND REPORTING SUBCOMMITTEE

Steve Yach from Washington State Department of Transportation (WSDOT) presented more of the general results of the Sondeo Interviews. Steve reiterated to TPEAC the diverse sets of expectations among the agencies, the need for a common language among both the agencies and the private sector, and the Compliance/Training/Reporting improvement themes. He said the subcommittee would like to build accountability, use monitoring to bring more consistency, create a feedback loop from those monitoring results, and improve public perceptions. The subcommittee recognizes that team building is paramount and that there is a need for consistent training, and they are offering to be the interdisciplinary (ID) team.

The subcommittee presented its goal and objectives to the TPEAC in the form of a resolution, which was unanimously passes by all voting members in attendance. The goal states that compliance is building and operating a transportation system while avoiding, minimizing, or mitigating impacts; meeting federal, state, and local legal requirements; meeting permit conditions; and being accountable for the results.

The subcommittee will return to the TPEAC in July with both specific and product recommendations. The initial recommendations will be based on the Sondeo Interview results and the ID team's evaluation. Recommendation topics include: management, partnering, and funding. The Subcommittee is requesting dedicated funding for all of these activities.

PILOT PROJECTS SUBCOMMITTEE

Dan Dixon from Consulting Engineers Council of Washington gave an update on the Pilot Subcommittee. The SR 24 Streamlining Team met on April 24th and spoke to property owners who will be affected by this project. A river reach report that will provide the science is coming from the Bureau of Reclamation (BOR). Dan gave the committee a copy of the critical process flow chart that shows what needs to be done by the Bonneville Power Administration (BPA), BOR, WSDOT, Corps of Engineers, Yakima Co. Flood, and Yakima County Public Works.

The SR 24 team will be using an ID team approach on the project and the teams are coming together to find out what each agency needs to so there can be interagency collaboration and cooperation. Bob Turner told the committee many neighborhood homes would be flooded impacting local landowners, so it will take time to put all of the pieces together. The project is now close to environmental approval and WSDOT is prepared to redesign the project if economic impacts are mitigated.

Regarding the I-405/167 pilot there has been a \$1.2 million cut from the current law budget. The priorities for budget allocation are: obtaining the corridor FEIS/ROD, critical tasks to identify projects for inclusion in State/Regional votes, and essential "infrastructure" maintenance. The status of concurrence/non-concurrence is: out of 23 agencies, 12 have concurred or concurred with comments on the preferred alternative and mitigation concept, 9 have yet to respond, and 2 have not concurred but are expected to shortly once changes clarifying the mitigation concept occur.

Dan told the committee that the draft charter is complete for the Hood Canal Pilot, its elements being purpose, vision, mission, and meeting guidelines. Major milestones have been clarified and a communication plan has been created. Some of the EA comments have been received on time, the environmental metrics worksheet has been reviewed, and tribal letters have been sent out. They still need to obtain input on the joint application and some off-line meetings are scheduled.

INTRODUCTION OF PETER DOWNEY

The fog lifted, the delayed flights arrived, and Jerry Alb from WSDOT introduced Peter Downey, the new Environmental Streamlining Manager to the committee members. Jerry, Greg Hueckel from WA State Department of Fish and Wildlife (DFW), Sheila North from Federal Transit Administration (FTA), Willy O'Neil from Associated General Contractors of Washington (AGC), and Lynn Childers from U. S. Fish and Wildlife Service (USFWS) were the committee members who nominated Peter for the position. Senator Swecker and Douglas McDonald, Secretary of WSDOT made the final decision. Peter has almost twenty years of experience working for the State of Washington, in transportation, environmental, and energy sectors and has a track record of crafting winning solutions to complex environmental problems. Peter will serve as the Streamlining Manager and will be the facilitator at future TPEAC meetings.

ONE-STOP PERMITTING SUBCOMMITTEE

Grant Nelson from the Association of Washington Business brought the subcommittee's resolution with the remaining steps for One-Stop permitting before the committee and a lengthy discussion ensued. Changes were proposed for existing timelines but Senator Swecker said he would like to wait for the data to come forward on all changes that may be needed instead of addressing them one at a time. Another amendment was proposed that the subcommittee should try to define what the application is, whether it was an application or a permit application, or just draft/permit conditions. Jerry Alb said this had been resolved in March where it had been a highly contentious issue so the amendment was dropped.

Minor modifications were made to the resolution with steps 1-6 being accepted with these changes and step 7 was excluded all together. The resolution was unanimously passed by all voting members present. Grant Nelson was tasked with the responsibility of taking the resolution with its changes back to the subcommittee for their review and input.

NORTH SPOKANE CORRIDOR

Glenn Wagamenn from WSDOT, Eastern Region, gave an excellent lunchtime presentation on the North Spokane Corridor. The idea for this freeway was conceived in 1946 and it currently ranks 19th out of 43 on the congressional high priority corridor list of the National Highway System. It will be 10.2 miles in length, will have a speed limit of 60 mph when completed, and it is estimated it will save 1.7 million gallons of gas annually. The Final Environmental Impact Statement (FEIS) was approved by the Federal Highway Administration in April 1997 and a supplemental FEIS was approved in September 2000 for the area from the Spokane River north to US 395 at Wandermere.

There are currently only two north-south trade routes through Spokane but both are on surface streets that run through neighborhoods. This corridor has many advantages, including reducing

congestion, reducing flow on surface streets, improving system linkage between major north side arterials/state routes, reduction of travel times, accommodation of park/ride lots and rail/truck freight movement, and it will reduce impacts to local residents. It should take between 10-20 years to complete this project.

PLANNING SUBCOMMITTEE

Sharon Love, the Federal Highway Administration's (FHWA) representative on the Planning Subcommittee, gave an overview of what they have been working on, including a resolution for the endorsement of revisions to the NEPA/404 Merger Agreement, a flow chart of the existing process, a matrix of their recommendations, a draft overview of the WSDOT planning process, and revisions to Signatory Agency Committee (SAC) Agreement.

This flowchart has the same general format as the Project Development flowchart. The environmental and public involvement aspects will be expanded further, along with issue identification. Key areas of the Recommendations Matrix are: information development and management, and the Growth Management Act. Sharon said they want to try to simplify the environmental process; many of their recommendations will require additional resources.

One of the problems they have found is changes that would help to avoid/minimize impacts are often made in the planning process, but these decisions are not always documented. The Planning Subcommittee believes this problem could be solved by: guidance documents, staff reprioritization, procedural changes, and resources (for a potential GIS layer).

Sharon said the subcommittee would like to see a SAC process that occurs within a predictable timeframe, provides a forum to exchange information, has committed participants, considers/protects the environment, and results in a project acceptable to all participants. They have identified seven areas for improvement, including concurrence points/timelines, resolution process, agencies' roles, overall process, facilitation, document standards and education.

The resolution for the endorsement of revisions to the NEPA/404 merger agreement and TPEAC review of implementation is considered a positive step to bring federal and state agencies together to look at what has been working/not working, and make suggestions for changes. This resolution was unanimously passed by the TPEAC.

COLUMBIA RIVER INTER-TRIBAL FISH COMMISSION

Paul Lumley from the Columbia River Inter-Tribal Fish Commission (CRITFC) and Bryan Flett from the Affiliated Tribes of Northwest Indians stated their objectives for CRITFC involvement in the TPEAC. Their first objective is to build direct and effective relationships between the state and the tribes, at a government-to-government level. This can be accomplished by establishing procedures that will give notice to the tribes during the pilot projects and ensuring that the tribes are included in future processes. A second objective is to protect, mitigate and enhance habitats that are important to fish, wildlife and tribal cultural resources. They also want to ensure that tribal salmon fishing rights are considered, communicated, and adequately addressed. The last objective is federal participants sufficiently uphold their treaty rights and trust resource responsibilities to Native American tribes in the TPEAC process and future streamlined permitting (assuming TPEAC is successful and implemented). Bryan said they would like executive order tribes to have the same rights as treaty tribes. They are pleased that the TPEAC

is environmentally friendly and would like them to be culturally sensitive as well. He said tribes do not have the travel dollars and resources to attend all of the TPEAC meetings throughout the state, but their inclusion would bring about a better cultural understanding and will increase communication between DOT and the tribes.

Senator Prentice wrapped the discussion up by saying the tribes need to be included if the process is to go forward. TPEAC wants a useful process and would like to avoid violating treaties. Senator Swecker charged the subcommittee chairs to look at how to include cultural areas into what they are working on.

WATERSHED MITIGATION SUBCOMMITTEE

Peter Birch brought the Watershed Mitigation Subcommittee's test case recommendations and their resolution, asking the TPEAC to adopt their recommended criteria for selecting test cases. The subcommittee would like an endorsement of their overall approach, expected products, and schedule. Test case ideas were presented and findings on these will be brought before the committee next October. For all of the test cases the potential mitigation costs and environmental benefits of potential watershed-based mitigation will be estimated, evaluated and reported by this September. At least one of the test cases will involve ESA listed salmonids, a watershed in an urban or urbanizing area, and will have water quality impacts to a 303(d) stream. The transportation criteria of the test cases need to be of moderate complexity, have available data on estimated costs/environmental impacts, and have significant environmental resources in the affected watershed. The watershed-scale characterization must be completed or nearly completed on the test case, it should have information of existing conditions, and a representative, organized group must be willing and able to participate.

Based on the watershed data, eight initial candidates have been chosen as possible test cases. They are: widen SR 20 Mt. Vernon to Anacortes, SR 167/I405 Interchange, SR 522 Fales/Echo Lake interchange, widen SR 410 from 214th to 234th in Puyallup, widen SR 161 from 234th to 204th in Nisqually, the SR 101 truck lanes near Brinnon, widen SR 101 Sequim to Port Angeles, or widen I-5 Salmon Creek to I 205. There are caveats to these possibilities. The subcommittee will need commitments for cooperation from project managers and watershed council and they will need financial support for both a GIS analysis and for studies of loading/assimilation rates of pollutants. Peter said FHWA is interested in finding a case that would be a model that could be applied nationwide; the subcommittee would like the flexibility to work them. After hearing the Watershed Subcommittee's presentation, the TPEAC unanimously passed the resolution.

ADMINISTRATIVE/BUDGET/LIAISON UPDATE

Peter Downey from WSDOT briefed the committee on the budget situation, showing where funds have gone and explaining how he intends to manage the remaining monies. Sharon Love from the Federal Highways Administration (FHWA) said they have allocated \$250,000 that they will give to the TPEAC. Of this money \$130,000 will go to the Watershed Subcommittee, \$50,000 will go to the One-Stop Subcommittee, \$20,000 to the Planning Subcommittee, and the remaining \$50,000 will be set aside for completion of a storm water cost study for transportation that is not directly linked to any of the subcommittees.

Peter told the committee that some of the future meetings locations have been changed, both to save money as well as to go to areas that are near pilot projects. Future TPEAC meetings will be

in Silverdale (or near there) in June, the focus being the Hood Canal Pilot Project. The committee will return to Olympia in July and August, and will go out again to Bellevue in September, where the focus will be the I-405/SR 167 Pilot Project. It will be back to Olympia in October, and then to Yakima in November, where the focus will be the SR 24 Pilot Project.

PERFORMANCE MEASUREMENT UPDATE/SUSTAINABILITY TASK FORCE

Senator Swecker gave an update on the Performance Measures Swat Team. This team has had a number of meetings where they have discussed performance evaluation criteria and various ways to employ them to assess the success of the TPEAC process and products. In their view, there are two kinds of performance objectives: project level and programmatic. They also believe gathering data will be a complex issue so a system should be developed to generate this information.

Shari Schaftlein and George Xu of WSDOT have been directed to develop a reporting strategy, employ it at a project level between now and March of 2003, and use the data they find to produce a project level report. The Swat Team would then distribute the report for peer review and comment. Shari and George will also develop programmatic evaluation mechanisms to compliment the project level items, submitting them to the Swat Team for comment when complete. The team goal is to be prepared to do a full year of Project/Programmatic evaluation and reporting, from March of 2003 through March of 2004.

IDEA STORE – BEST PRACTICES

John Hoey from CH2M Hill told the committee about the new web page that will be added to the TPEAC website. It will be called the “Idea Store” and everyone is encouraged to submit their ideas; CH2M Hill will summarize the ideas and then post them on the web page. Along with their idea, people need to send their name, organization, telephone number, e-mail address, and any internet links they have. This new feature will be advertised by e-mail in the upcoming months.

PUBLIC TESTIMONY

No public testimony was presented at the meeting.

PLUS/DELTA, FUTURE MEETING SCHEDULE

Even though the fog was a delta the meeting was a success. The rooms were good, the microphones worked, and the theme approach for lunch presentations was a hit. Everyone enjoyed Glenn Wagemann’s overview of the North Spokane Corridor Project and the committee was thrilled with the tribal participation at the meeting. TV Washington was applauded for their participation; everyone appreciated that they are showing the TPEAC meetings multiple times on the local television access channel. Senator Swecker said it was a plus that even though he was outvoted today he did not get grumpy.

TRANSPORTATION PERMIT EFFICIENCY AND ACCOUNTABILITY COMMITTEE (TPEAC) MEETING
APRIL 10, 2002
RED LION AT THE QUAY, VANCOUVER, WA

COMMITTEE MEMBER ATTENDING

Voting

Senator Dan Swecker, Senate Republican Caucus
Senator Margarita Prentice, Senate Democratic Caucus
Representative Phil Rockefeller, House Democratic Caucus
Representative Doug Ericksen, House Republican Caucus
Jerry Alb, Washington State Department of Transportation
Gordon White, Washington State Department of Ecology
Peter Birch (for Greg Hueckel), Washington State Department of Fish and Wildlife
Greg Kipp, Washington State Association of Counties

Non-Voting

Ann Agaard, Statewide Environmental Groups
Dan Dixon, Consulting Engineers Council of Washington
Dick King, Washington State Building and Construction Trades Council
Willy O'Neil, Associated General Contractors of Washington
Christine Golightly, Columbia River Inter-Tribal Fish Commission
Chantal Stevens, Washington State Fish and Wildlife Commission

Invited

Lynn Childers, U.S. Fish and Wildlife Service
Tom Eaton, U.S. Environmental Protection Agency
Bob Turner, National Marine Fisheries Service
Dan Mathis, Federal Highway Administration
Sheila North, Federal Transit Administration, Region X

Committee Members Not Present

Claudia Scrivanich Hirschey, Association of Washington Cities
Grant Nelson, Association of Washington Business
Tom Mueller, U.S. Army Corps of Engineers
Judy Wilson, Washington State Department of Natural Resources

INTRODUCTIONS AND AGREEMENT ON LAST TPEAC MEETING HIGHLIGHTS

Senator Swecker began the meeting with opening comments. The highlights of the March 20th TPEAC meeting were accepted with no revisions. Program management status charts were handed out and the Senator explained that they would help everyone keep abreast of how each subcommittee is progressing. Committee members will continue to receive these handouts at each TPEAC meeting.

ONE-STOP PERMITTING SUBCOMMITTEE

Gregg Kipp from Washington State Association of Counties presented a summary of the subcommittee's April 3rd meeting. Grant Nelson will officially replace Kristen Sawin as a co-chair of the subcommittee. Greg told TPEAC that the subcommittee had not completed steps 5-7 of the one-stop permit process due to some confusion as to whether the resolution that had passed at the March 20th meeting applied to Hood Canal only or projects deemed appropriate by WA State Department of Transportation (WSDOT). It was agreed that the one-stop permitting process was for all projects under the jurisdictional management of WSDOT. Greg was confident that the subcommittee would bring back recommendations for steps 5-7 to the next TPEAC meeting in May. Senator Swecker asked the subcommittee to have a framework in place so the process can go forward.

PILOT PROJECTS SUBCOMMITTEE

Shari Schaftlein of WSDOT gave an update of the subcommittee's recent actions and progress to date. Regarding the SR24 Pilot, four alternatives were presented to the pilot team. They are:

- (1) Put the bridge back exactly as it was.
- (2) Put the bridge back in the same location, but lengthen the span over the floodplain.
- (3) Move the bridge to a northern alignment.
- (4) Do nothing.

A new law budget was submitted to the Legislature to cover all of the cost of any of these four alternatives. Funding for right-of-way purchase and construction was included in the budget, but the project is dependent upon passage of the referendum in November. The subcommittee will meet April 24th to establish a positive/critical path to complete the environmental documentation and permitting by February, 2004. At future project work group meetings, they will coordinate details of the bridge, floodplain restoration, and dike projects. Shari told the committee that DOT's regional biologist has determined there are significant wetland impacts in the North Alignment so other resource studies are being ordered.

The Interdisciplinary Team (IDT) for the Hood Canal Bridge group had its first meeting and would like to get through steps 1-8. Hood Canal is a nexus as it is the first time to apply one-stop permitting; they will use performance measures put in place by the Performances Measure SWAT Team. The group also discussed their goals and scheduling, as well as Purpose and Need. They currently have a draft charter out and want to get comments on the document within two weeks. At their next meeting, the team plans to develop the Unified Permit Application. They are transitioning from a steering committee to an Interdisciplinary Team and will have an internal meeting to apply the one-stop process to the I-405 pilot project. The Pilot Subcommittee is seeking additional pilot projects that are small, simple, and funded, and they can be either pre-NEPA or post-NEPA.

Shari explained the highway improvements for I-405/SR 167. These include: two new lanes in each direction on I-405, auxiliary lanes, interchange reconstruction with freeway to freeway HOV connection, HOV direct access, SR 18 to SR 99 Airport access, and widening SR 167 to Kent. There will also be transit and arterial improvements. The transit improvements are: additional transit service, adding transit and parking capacity to existing Park & Rides, Sound Transit projects and BRT. The arterial improvements include: expansion capacity on north-south arterials, HOV and transit priority, pedestrian/bicycle improvements, and an upgrade of the arterial connections to I-405.

Regarding mitigation, they will use a watershed-based approach to ensure transportation related environmental funds are spent on the greatest environmental benefit and support the Growth Management Act goals. Phase One of the Early-Action Environmental Impact Mitigation will occur before project permitting, Phase Two will happen during permitting and construction. The next steps are to establish concurrence on the preferred alternative; the Corridor Program EIS is expected sometime this summer. Project-level evaluations will soon begin along with design and the Corridor Environmental Program.

Finally, there are about 23 liaisons in place now in the Liaison program but there are still some vacancies. To help deliver transportation programs, there will be 40 liaisons supporting TPEAC and the various projects.

TRAINING, COMPLIANCE, AND REPORTING SUBCOMMITTEE

Willy O'Neil from Association of General Contractors and Loree Randall from WA State Department of Ecology (Ecology), co-chairs of the subcommittee, presented the general results of the Sondeo Interviews to TPEAC. There are diverse sets of expectations among the agencies, including compliance, consistent monitoring, and a need for better communication. A common language is needed among the agencies as well as the private sector, along with development of trust. Willy and Loree reported that trust is being built among subcommittee members and they now have a team approach. The people are willing to change; there is no longer the tension that was present at the first meeting. They are working to create incentives without barriers despite the fact that the various agencies hold a diverse set of expectations.

Another key issue that came from the interviews is the need for consistent training across all of the trades, including in the private sector. Some of the reporting improvement themes were: simplification of the reporting process, improving accountability and public perception.

The subcommittee will make its first set of recommendations to TPEAC in May. They would like to create a system to develop, track and analyze performance measures. They also need to finish synthesizing improvement themes into priorities and then translate the priorities into specific actions and tasks. These actions will be compared with an Environmental Management System. Finally, they will identify partners for implementation.

WATERSHED SUBCOMMITTEE

Dick Gersib from WSDOT, Peter Birch from WA State Department of Fish and Wildlife (WDFW), and Loren Driscoll from Ecology gave an excellent presentation of the subcommittee's work to date. They outlined the present problems, explained the many things watershed mitigation can do, and shared some of its challenges. The near-term approaches of watershed mitigation are: on-site project impact assessment, establishment of a watershed baseline, defining target mitigation areas in the watershed, review of local watershed products, selection/assessment of mitigations sites, and obtaining and implementation of local/state/federal permits. The subcommittee believes the benefits of this approach are cost savings, increased environmental benefit, and improved project delivery.

Their recommended approach for developing watershed-based mitigation was presented to TPEAC in the form of a resolution. The approach will include: development of methodologies

for analyzing environmental impacts and applying compensatory mitigation, assessing models to collate and access watershed data, and using existing best available information from watershed planning efforts. TPEAC amended and passed the resolution, directing the subcommittee to proceed and test their concepts. The subcommittee will select test cases and bring their recommendations to TPEAC in May. They will then develop/evaluate these cases from June through August, prepare a report in September, and then present this report to TPEAC in October. The report will include a detailed description of a watershed based approach to compensatory mitigation, identification of what is achievable, and identification of recommended changes in law or processes to improve effectiveness of watershed based mitigation.

URBAN CORRIDORS – MEGA PROJECTS

Dave Dye and Mike Cummings from WSDOT Urban Corridors Office (UCO) presented an overview of Urban Corridor projects, including the “Big 4” Mega Projects: the Alaskan Way Viaduct/Seawall Project (SR99), Trans-Lake Project (SR520 floating bridge), I-405 Corridor Program, and SR 509/I-5 (SeaTac to Federal Way). Other Urban Corridor projects are: Sound Transit Regional Express Direct Access, SR 519, SR 518, SR 167, and I-605. The Alaskan Way Viaduct was designed to carry 65,000 trips per day but carries 110,000 and is in urgent need for replacement or retrofit. The seawall is also at risk; it was constructed in 1915/1934. The floating part of the bridge (Trans-Lake Project) has an expected life span of less than 20 years and is vulnerable in heavy winds or a large earthquake. SR 520 travel times across the bridge will nearly double by 2020, and environmental/neighborhood impacts need to be addressed. The I-405 Corridor is one of the most congested in the state yet it is a critical component of trade and state economy. Preferred alternatives have been selected, like vanpools, bus rapid transit (BTR) for most north-south transit travel, and exploring the use of automated high capacity transit (rail or BRT) options for cross-lake. They are looking at using managed lanes like HOV lanes or toll lanes when looking at funding options. DOT will be working with King County, Sound Transit, Community Transit, and Local Jurisdictions to develop an implementation program that integrates roadway/transit/TDM projects for the region.

PROGRAMMATICS SUBCOMMITTEE

Gregor Myhr from WSDOT brought the subcommittee’s recommended staff scenario to implement steps 5 and 6 of the Programmatic Approach to TPEAC in the form of a resolution, which was passed with some minor modifications. The recommendation is that each jurisdictional agency dedicates 75-100% of one staff person’s time to participate in steps 5 and 6 of the programmatic approach, with key agencies being WSDOT, WDFW, Ecology, the Corps, USFWS, and NMFS. The participating staff should be senior level technical staff with experience in aquatic habitat impact assessment, environmental policy development, process improvement, and an understanding and ability to speak for agency policy. The subcommittee also recommends that the norming workgroup strategize a method for addressing all of the activities and report to TPEAC on a quarterly basis. TPEAC may conclude this effort if they find the workgroup is not performing effectively.

PLANNING SUBCOMMITTEE

Subcommittee co-chair Sharon Love of the Federal Highway Administration (FHA) brought a resolution for the adoption of a Mission Statement before TPEAC; it was amended and adopted. The subcommittee members have been collaborating with WSDOT’S Planning Framework

group on creation of a baseline of the current process. All signatory agencies (in regards to NEPA/SEPA 404 Merger) are on this subcommittee; 5 of the 8 signatories are Federal agencies. The subcommittee is looking for TPEAC's endorsement of their new merger agreement which will coordinate SEPA into NEPA. CH2M Hill has agreed to work with them on their work plan and baseline process. A final draft of their agreement should be available before the next TPEAC meeting in May.

PERFORMANCE MEASUREMENT UPDATE

Scott Ekman updated TPEAC on the Performance Measurement SWAT Team's activities. The group reviewed WSDOT'S environmental metrics worksheet. George Xu and Shari Schaftlein of WSDOT brought this worksheet to the SWAT Team. The team reached a decision to build the system on a project level first, and then move toward program level tracking, beginning with a blend of qualitative and quantitative metrics before institutionalizing quantitative metrics.

Dan Evans and Rick Anderson from Partnership for a Sustainable Washington (PSW) attended the SWAT meetings, bringing their resolution to them first before bringing it to TPEAC. The intent of the resolution was to develop a performance-based system to maximize ecosystem benefits within a streamlined permitting process. Their goals are to reduce mitigation cost, increase environmental benefit and programmatic, and reduce both redesign and permit timing. Dan and Rick told TPEAC that their next steps would be to complete project level framework and apply it to a pilot project, develop a program level spreadsheet, a parallel development of environmental benefit/mitigation cost metrics, and to define a set of projects to measure.

Senator Prentice moved to delay vote on the resolution, expressing concern that it may not be in line with the philosophy of the TPEAC legislation. A question arose as to how much money was available to TPEAC, and Senator Swecker told the committee that the legislature had appropriated approximately \$3.2 million. He also said some discretionary authority had been given to the chair of TPEAC and there was money in the budget for PSW, or other projects that members thought worthy, encouraging the group to bring ideas forward. A request was made to review the TPEAC budget at all future meetings. Senator Prentice suggested they shore up the work of the subcommittees first giving them money for resource needs to better carry out their tasks, before giving money to Partnership for a Sustainable Washington. TPEAC voted to delay their resolution.

PUBLIC TESTIMONY

No public testimony was presented at the meeting.

PLUS/DELTA, FUTURE MEETING SCHEDULE

The committee discussed positive aspects of the meeting and items that should be changed. Everyone appreciated all of the hard work Linda Healy and Susan Camerer had done to insure the success of the meeting, and they also appreciated the fact that the microphones worked. All present applauded the great presentations by the Watershed Subcommittee and Urban Corridors Mega Projects. TPEAC would like the Association of Washington Cities to have a representative present at future meetings, and would also like more public input. There was a concern that travel costs make it difficult to attend the meetings out of Olympia.

Transportation Permit Efficiency and Accountability Committee (TPEAC) Meeting
March 20, 2002
Lacey Community Center, Lacey

Committee Members Attending:

Voting

Sen. Dan Swecker, Senate Republican Caucus
Sen. Margarita Prentice, Senate Democratic Caucus
Rep. Phil Rockefeller, House Democratic Caucus
Jerry Alb, WSDOT
Scott Boettcher, Washington Dept. of Ecology
Greg Hueckel, Washington Dept. of Fish and Wildlife
Greg Kipp, Washington State Association of Counties

Non-Voting

Ann Aagaard, Statewide Environmental Groups
Dan Dixon, Consulting Engineers Council of Washington
Chantal Stevens, Washington State Fish and Wildlife Commission
Willy O'Neil, Associated General Contractors of Washington
Grant Nelson, Association of Washington Business
Christine Golightly, Columbia River Inter-Tribal Fish Commission

Invited

Lynn Childers, U.S. Fish and Wildlife Service
Tom Eaton, U.S. Environmental Protection Agency
Bob Turner, National Marine Fisheries Service
Dan Mathis, Federal Highway Administration
Tom Mueller, U.S. Army Corps of Engineers
Judy Wilson, WA Department of Natural Resources

Committee Members Not Present:

Rep. Doug Ericksen, House Republican Caucus
Ashley Probart, Association of Washington Cities
Dick King, Washington State Building and Construction Trades Council
Sheila North, Federal Transit Administration, Region X

Introductions and Agreement on Last TPEAC Meeting Highlights

Senator Swecker began the meeting with opening comments. The highlights of the February 13th TPEAC meeting were accepted with minor changes.

One-Stop Permitting Subcommittee

Grant Nelson from the Association of Washington Business summarized the results of the subcommittee's March 15 meeting, which had excellent participation by committee members and representatives of federal agencies. The meeting focused on the WSDOT one-stop permitting proposal. The subcommittee agreed on the first four of seven steps included in the proposal, with one exception that resulted in two versions of the proposal

being forwarded to TPEAC. The subcommittee developed a resolution for TPEAC to adopt a one-stop permitting process. The TPEAC made revisions to the proposed process and adopted the resolution. The adopted one-stop permitting will be applied to the Hood Canal pilot project and any other projects that are appropriate for its use. The subcommittee is anticipating a one-stop permitting proposal from the Department of Ecology. The subcommittee will hold its next meeting on April 3.

Pilot Projects Subcommittee

Shari Schaftlein of WSDOT presented a brief update on the three pilot projects' recent actions and progress to date. The Hood Canal pilot project team has developed a critical path for permitting to support the project schedule and will be working to incorporate the one-stop permitting process. The SR 24/I-82 pilot project team is in the process of continuing the project design and meeting with local governments and resource agencies. The I-405/SR 167 interchange pilot project team has finalized and distributed its preliminary final EIS and early action mitigation report and has selected a General Engineering Contractor. The next meeting of the subcommittee will be held on April 3. The Pilot Projects subcommittee will be featured at the April TPEAC meeting.

Training, Compliance, and Reporting Subcommittee

Subcommittee co-chairs Willy O'Neil of the Associated General Contractors and Loree Randall of the Department of Ecology engaged the committee in the SONDEO process by asking TPEAC members several questions on compliance, reporting and training issues. The answers were recorded and will be compiled along with the other SONDEO interview responses to be presented to TPEAC at a future meeting. The next meeting of the subcommittee will be held on April 1.

Watershed-Based Approach to Environmental Mitigation Subcommittee

Subcommittee co-chair Dick Gersib of WSDOT presented a brief overview of their recent actions. The subcommittee's work groups (Resource Characterization, Regulatory, Local Watershed Coordination) have been meeting and are working on products. The Local Watershed workgroup has been working on providing new mitigation options through other watershed planning efforts, and expects to deliver the following products in April: a list of watershed-based planning efforts; the purpose or function of each; a general description of methods used; and examples of how WSDOT can use this information. The Resource Characterization Workgroup expects to deliver the following products in April: draft methods for resource characterization; a list of data sets needed for characterization; characterization timelines for use in WSDOT planning; and a screen for when to use watershed-based tools. The Regulatory Workgroup expects to deliver the following products in April: a draft framework for regulatory guidance; and draft options for mitigation. The next meeting of the subcommittee will be held on April 2. The Watershed subcommittee will be featured at the April 10 TPEAC meeting.

Planning Subcommittee

Subcommittee co-chair Sharon Love of the Federal Highway Administration presented an overview of the subcommittee's progress and activities. The subcommittee has learned about the role of the Growth Management Act in the transportation planning process.

The subcommittee's adopted mission statement is as follows: "Improve the coordination of environmental, transportation, and land use planning at all levels of government so that transportation projects avoid, reduce or otherwise mitigate impacts on the environment in order to reduce conflict and project delay." The subcommittee has created a work plan and will organize lists of activities into a matrix showing the tasks involved, the time/resources required, and who will be responsible. They will also develop a series of steps and procedures to institutionalize better integration earlier in the planning process. The subcommittee's next meeting will be held on March 28.

Working Lunch/ Performance Measurement Structure

Rick Anderson and Dan Evans of the Partnership for a Sustainable Washington introduced the background and concepts of sustainability and how they may be applied to the permit streamlining performance measurement process. The basic framework for sustainability includes the following elements:

1. Commitment
2. Assessment (project, watershed, ecosystem)
3. Goals, indicators, performance measures
4. Governance system flexibility (shift resources to maximize benefit)
5. Monitoring, compliance and adaptive management

Senator Swecker provided a summary of the first meeting of the TPEAC Performance Measurement team on March 15th. This team was formed to ground truth the performance measures adopted by TPEAC and develop new measures if needed. In addition, the team will define the audience, mechanisms for collecting data and reporting that data to various stakeholders, determine the frequency of reporting and "message," and the owners of each metric. There was considerable concern over the goals and measures related to environmental benefit and cost. Concerns were also expressed about the goal related to watershed-based mitigation. The performance measurement team will assess each metric and their ability to support the goals. The team will also determine whether the metrics are to be at a program or project level. The performance measurement team plans to meet again to address the remaining 3 goals pertaining to programmatic, reduction in re-design, and reduced time to complete the permitting process.

Programmatic Process Subcommittee

Subcommittee co-chair Gregor Myhr of WSDOT presented an overview of their subcommittee status and achievements. The subcommittee has developed and agreed to a process for developing programmatic permits and high priority activities to be covered by those programmatic. The subcommittee has completed its final report outlining a recommended 6-step programmatic process. The subcommittee has already completed Steps 1-4, resulting in the identification of 9 high priority activities for programmatic coverage. Step 5 creates a multi-agency technical norming group tasked with creating common environmental conditions for the high priority activities. Step 6 involves development and implementation of programmatic permit approval utilizing existing

agency procedures. A resolution to approve this recommended programmatic approach was voted on and passed by the TPEAC.

Plus/Delta, Future Meeting Schedule

The committee discussed positive aspects of the meeting and items that should be changed. The next TPEAC meeting is scheduled for April 10, 2002 from 9am – 3pm at the Red Lion Hotel in Vancouver, WA.

Senator Swecker adjourned the meeting.

Transportation Permit Efficiency and Accountability Committee (TPEAC) Meeting
February 13, 2002
Department of Information Services Boardroom, Olympia

Committee Members Attending:

Voting

Sen. Dan Swecker, Senate Republican Caucus
Rep. Doug Ericksen, House Republican Caucus
Rep. Phil Rockefeller, House Democratic Caucus
Jerry Alb, WSDOT
Scott Boettcher, Washington Dept. of Ecology
Greg Hueckel, Washington Dept. of Fish and Wildlife
Greg Kipp, Washington State Association of Counties

Non-Voting

Ann Aagaard, Statewide Environmental Groups
Dan Dixon, Consulting Engineers Council of Washington
Dick King, Washington State Building and Construction Trades Council
Chantal Stevens, Washington State Fish and Wildlife Commission
Willy O'Neil, Associated General Contractors of Washington
Grant Nelson, Association of Washington Business
Paul Lumley, Columbia River Inter-Tribal Fish Commission

Invited

Lynn Childers, U.S. Fish and Wildlife Service
Judith Lee, U.S. Environmental Protection Agency
Bob Turner, National Marine Fisheries Service
Dan Mathis, Federal Highway Administration
Tom Mueller, U.S. Army Corps of Engineers
Sheila North, Federal Transit Administration, Region X
Doug Peters, WA Department of Natural Resources

Committee Members Not Present:

Sen. Margarita Prentice, Senate Democratic Caucus
Ashley Probart, Association of Washington Cities

Introductions and Agreement on Last TPEAC Meeting Highlights

Senator Swecker began the meeting with opening comments. The highlights of the January 9th TPEAC meeting were accepted with minor changes.

Pilot Projects Subcommittee

Shari Schaftlein of WSDOT presented an update of the subcommittee's recent actions and progress to date. The roles and operating model of the subcommittee in relation to the pilot project teams, the other subcommittees, TPEAC, and the projects of statewide significance was presented. The pilot projects subcommittee will inform other subcommittees of pilot project attributes, facilitate informal testing of subcommittee

innovations, apply formalized innovations to the pilot projects, perform “lessons learned” analyses, and apply innovations to projects of statewide significance. The pilot projects subcommittee will also review work of and steer the individual pilot project workgroups, as well as report to the TPEAC, legislature, WSDOT executives, and other subcommittee chairs. Pilot project workgroups are each aligned with a pilot project, an internal WSDOT group and an external group, and will work to define how other subcommittees’ work can impact the pilot projects, define schedules, and develop impact matrices (to be discussed and decided).

Shari discussed the status of the three pilot projects and the request for participation from local governments and tribes in the pilot projects. The subcommittee and WSDOT internal project teams are reviewing a draft discussion paper on performance measures. A proposed list of Projects of Statewide Significance is before the Legislative Leadership for a decision. Kimberly Farley of WSDOT reviewed the Interim Permit Process (as included in ESB 6188) to be used for Projects of Statewide Significance and the Proposed Interagency Coordination Process to be used for the Alaskan Way Viaduct project. The next meeting of the subcommittee will be held on March 4.

One-Stop Permitting Subcommittee

Subcommittee co-chair Greg Kipp from King County summarized the results of their recent meetings. The subcommittee is actively considering and debating proposals for a one-stop permitting process, including a unifying document approach proposed by subcommittee member Carl Kassebaum and a separate proposal prepared by WSDOT. The subcommittee has repeatedly expressed its concern that federal agency participation is critical to the successful development of a one-stop permitting process. Bob Turner of NMFS offered to organize the federal agencies to get involved in a meeting with the subcommittee later in February.

The subcommittee will support the Pilot Projects Subcommittee with near-term recommendations for one-stop permitting. Jim Prudente of WSDOT presented an overview of the WSDOT one-stop permitting proposal. In accordance with ESB 6188, WSDOT Environmental Staff will draft a unified permit, in a format agreed upon by the agencies, conditioned to comply with environmental requirements, and best management practices set forth in federal, state and local laws and regulations, and applicable written guidance. The subcommittee had its first look at the WSDOT one-stop permitting proposal in its meeting on February 6. Subcommittee members and participants are seeking input within their respective organizations, and will bring this input to the next meeting of the subcommittee on February 20.

RFEG Resolution

Neil Werner of the Hood Canal Regional Salmon Recovery Group submitted a resolution for the TPEAC to endorse and support funding of RFEG infrastructure that allows restoration project development. RFEGs currently identify and develop mitigation projects in various watersheds for potential funding and submit those lists to Lead Entities for prioritization and placement on their list of potential projects. It is anticipated that TPEAC would be able to utilize the habitat project lists to fund projects on the list

that have not been funded by the Salmon Recovery Funding Board (SRFB), and that may be appropriate mitigation for on-site impacts of transportation projects.

TPEAC recognizes that support for RFEG infrastructure will assist development of local Lead Entity habitat restoration project lists to encourage their full development, and that RFEG activities continue to include other statutorily required activities such as building landowner support, volunteer recruitment, public outreach, etc. Both the SRFB and TPEAC therefore can benefit from increasing the number of projects that are submitted to the Lead Entity for review and approval for inclusion in the habitat restoration project lists. The resolution as presented was re-worded for clarity, and was passed unanimously by all voting members present.

Watershed-Based Approach to Environmental Mitigation Subcommittee

Subcommittee co-chair Peter Birch of the Washington Department of Fish and Wildlife presented an overview of their actions to date. The subcommittee's work groups (Resource Characterization, Regulatory, Local Watershed Coordination) have been meeting to define their actions and products. The Local Watershed workgroup has identified two demonstration WRIAs (Dungeness and Nisqually) that implemented Salmon Recovery (2496) and Watershed Planning (2514). The group has also developed a map of the Dungeness watershed showing future WSDOT projects with local watershed planning information, including salmon stocks, wetlands, parks, etc. The Resource Characterization Workgroup has developed a set of objectives, including: identify existing methods of resource characterization and determine potential options for filling in missing gaps; establish a landscape context for transportation infrastructure; identify potential mitigation sites; and develop a process to identify mitigation sites when local planning processes are incomplete. The Regulatory Workgroup will be developing definitions of regulatory drivers, analysis of hurdles where projects get hung-up, a project flowchart for managers, and methods to quantify credits and debits for specific resources. The next meeting of the subcommittee will be held on March 5.

Training, Compliance, and Reporting Subcommittee

Subcommittee co-chair Willy O'Neil of the Associated General Contractors presented an overview of the subcommittee's ongoing SONDEO process to assess and understand existing conditions and to develop a baseline of training, compliance, and reporting programs. The SONDEO process will identify problems and potential solutions, and help the subcommittee understand relationships in existing training, compliance, and reporting systems. Members of the subcommittee have been conducting interviews and will continue these interviews throughout February. Upon completion of the SONDEO process, the subcommittee will review interview results and compile an analysis of issues to be discussed further. The next meeting of the subcommittee will be held on March 6.

Programmatic Process Subcommittee

Subcommittee co-chair Gregor Myhr presented an overview of their subcommittee status. The subcommittee has developed and agreed to a process for developing programmatic permits and high priority activities to be covered by those programmatics. The subcommittee has completed an outline of its final programmatic process to TPEAC, to

be presented in March. Development of the actual programmatic permits will occur after March. The subcommittee will hold its next meetings on February 21 and March 4.

Working Lunch

David Fletcher of Geographic Paradigm Computing presented an overview of technologies to improve consideration of environmental concerns in transportation decisions. He discussed information technology solutions that are useful in planning and project development for transportation projects. These cutting-edge technologies are deployable and adaptable for various agency functions to meet trends in the transportation sector including environmental streamlining, accelerated project development, asset management, and transportation surety. Individual technology categories discussed were geospatial databases, remote sensing, transportation impact models, decision science, and visualization/simulation techniques. Elizabeth Lanzer of WSDOT presented an overview of current and potential technology applications to various stages of the transportation project lifecycle (planning & scoping, design & engineering, and construction & maintenance) and in relation to the various streamlining processes (programmatics, one-stop permits, etc.).

Planning Subcommittee

Subcommittee co-chair Sharon Love of the Federal Highway Administration presented an overview of the subcommittee's progress and activities. The subcommittee held its first meeting with excellent attendance, confirmed co-chairs, identified key issues to help frame their mission statement, and determined topics the subcommittee needed to learn more about to address the key issues. Some of the subcommittee's key concerns include: understanding and coordination among transportation and natural resource agencies; understanding natural resource goals and plans; consistency from federal agencies on cumulative effects, secondary impacts, and induced growth; recognition and coordination of the Growth Management Act to include local planning decisions; connecting project decisions with planning decisions; determining how much information/data/detail is needed and when; and better articulation of SEPA/NEPA in the transportation planning process. The subcommittee's next meeting will be held on February 20.

Performance Measurement Structure

Scott Ekman gave a brief update on the status of the adopted performance measurement structure that will be used to determine TPEAC's success in achieving its goals and objectives. It is proposed that a small group (Performance Measurement "SWAT Team") be convened to validate the specific goals and metrics to be measured. The Pilot Projects Subcommittee is also proceeding with an analysis of the performance measurement structure. These efforts will be coordinated and results shared with each other.

Plus/Delta, Future Meeting Schedule

The committee discussed positive aspects of the meeting and items that should be changed. The next TPEAC meeting is scheduled for March 20, 2002 from 9am – 3pm at the Lacey Community Center.

Senator Swecker adjourned the meeting.

Transportation Permit Efficiency and Accountability Committee (TPEAC) Meeting
January 9, 2002
Labor & Industries Building, Tumwater

Committee Members Attending:

Voting

Sen. Margarita Prentice, Senate Democratic Caucus
Sen. Dan Swecker, Senate Republican Caucus
Rep. Doug Ericksen, House Republican Caucus
Rep. Phil Rockefeller, House Democratic Caucus
Jerry Alb, WSDOT
Gordon White, Washington Dept. of Ecology
Peter Birch, Washington Dept. of Fish and Wildlife
Greg Kipp, Washington State Association of Counties
Ashley Probart, Association of Washington Cities

Non-Voting

Ann Aagaard, Statewide Environmental Groups
Dan Dixon, Consulting Engineers Council of Washington
Dick King, Washington State Building and Construction Trades Council
Chantal Stevens, Washington State Fish and Wildlife Commission
Willy O'Neil, Associated General Contractors of Washington
Grant Nelson, Association of Washington Business

Invited

Lynn Childers, U.S. Fish and Wildlife Service
Judith Lee, U.S. Environmental Protection Agency
Bob Turner, National Marine Fisheries Service
Dan Mathis, Federal Highway Administration
Tom Mueller, U.S. Army Corps of Engineers
Sheila North, Federal Transit Administration, Region X
Doug Peters, WA Department of Natural Resources

Observer:

Paul Lumley, Columbia River Inter-Tribal Fish Commission

Introductions and Agreement on Last TPEAC Meeting Highlights

Senator Swecker began the meeting with opening comments and introductions. The highlights of the December 12 TPEAC meeting were accepted with minor changes.

Pilot Projects Subcommittee

Dan Dixon provided an overview of the subcommittee's December 13 site visit to the Hood Canal Bridge pilot project. The project includes widening, rehabilitation and replacement of portions of the bridge, and is entering into the NEPA environmental assessment phase this month. Members of the One-Stop Permitting Subcommittee also

attended the site visit for consideration of potential application of one-stop permitting processes to the pilot project. Updates on the other two pilot projects were also presented. A site visit to the I-405/S.R. 167 pilot project is tentatively scheduled for March. Letters were sent in late December to local governments affected by the pilot projects, offering them the opportunity to participate in the pilot projects. Letters were not sent to affected tribes, and will be sent this month.

There was a discussion about clarification of the pilot projects' role in the permit streamlining effort. Scott Ekman of CH2M HILL presented a graphic interpretation of the role between the pilot projects subcommittee, the other subcommittees, and the actual pilot projects, as established in ESB 6188, the permit streamlining legislation. This subject will be discussed in more detail at the next TPEAC meeting. Carol Lee Roalkvam of WSDOT presented an overview of the Interim Permit Process, as described in ESB 6188, and its role in the Transportation Projects of Statewide Significance. The Interim Permit Process will be applied to the S.R. 99 - Alaska Way Viaduct project. The pilot projects subcommittee's next meeting will be held on February 4.

Willy O'Neil of the Associated General Contractors of Washington submitted a proposal for 2002 legislative recommendation to the TPEAC related to the S.R. 24 – Yakima pilot project. The proposal recommends TPEAC to propose the following budget proviso to the Legislative Transportation Committee for inclusion in the 2003 Supplemental Transportation Budget, in order to ensure that the project is successfully implemented: "The Washington State Department of Transportation may offer for sale to the U.S. Bureau of Reclamation any existing Department properties in the Yakima and Naches River Basins, including the existing right-of-ways for Highway 24. The proceeds from all such sales shall be deposited in the Advanced Mitigation Revolving Account. Revenue from such sales that are deposited in the Advanced Mitigation Revolving Account may be used for additional costs associated with the re-design, re-engineering, and relocation costs of the existing Highway 24 bridge."

One-Stop Permitting Subcommittee

Subcommittee co-chair Greg Kipp from King County summarized the results of their recent meetings. A list of identified problems that occur during the permitting process was presented, based on survey results from multiple agencies and other organizations. The subcommittee has been reviewing models of existing one-stop processes, including models from King County and the Department of Ecology. WSDOT is preparing a proposed process for presentation to the subcommittee. Subcommittee member Carl Kassebaum presented his own model based on the concept of one unifying document to be used throughout the permitting process. The next meetings of the subcommittee will be held on January 23 and February 6.

RFEG Presentation

Neil Werner of the Hood Canal Regional Salmon Recovery Group made a presentation on how the Regional Fisheries Enhancement Groups can be involved in the TPEAC process. Willy O'Neil submitted a proposal to TPEAC to work with the Salmon Recovery Funding Board to develop a partnership in order to co-fund RFEG activities

and ensure that local Lead Entity projects lists are fully developed. TPEAC funding would be used primarily for project identification and development costs. SRF Board funding would be used not only for project identification and development, but also for other statutorily required activities – building local landowner support, recruiting volunteers, public outreach, etc. The total cost of the proposal would be \$1.4 million, and would be split evenly between TPEAC funding sources and the SRF Board.

Training, Compliance, and Reporting Subcommittee

Subcommittee co-chair Loree Randall of the Department of Ecology presented an overview of the subcommittee's upcoming SONDEO process to assess and understand existing conditions and to develop a baseline of training, compliance, and reporting programs. The SONDEO process will identify problems and potential solutions, and help the subcommittee understand relationships in existing training, compliance, and reporting systems. The subcommittee will initiate the SONDEO method at their next meeting on January 16.

Programmatic Process Subcommittee

Subcommittee co-chair Gregor Myhr presented an overview of their subcommittee status. The subcommittee has developed and agreed to a process for developing programmatic permits and high priority activities to be covered by those programmatics. The subcommittee will address high priority activities through development of multi-agency standards. Programmatics are considered most appropriate for routine activities, whereas major construction projects may be best suited to a one-stop permitting process. The subcommittee has established a process to move forward over the next few months to develop actual programmatic permits. The subcommittee will hold its next meetings on January 22 and February 4.

Working Lunch

Invited members presented their agency's perspectives, concerns and critical success factors for TPEAC and the permit streamlining process.

Bob Turner, NMFS

- Transportation planning has become more difficult, complex with ESA listings
- Managing stormwater is a big challenge for transportation projects
- There is a strong need for a mitigation strategy

Dan Mathis, Federal Highway Administration

- FHWA is committed to environmental streamlining (NEPA/404 merger process, NEPA reinvention, ESA streamlining)
- Performance measures are critical to the success of this effort; must be consensus-based
- Critical Success Factor: Getting transportation projects out in a timely fashion
- Critical Success Factor: Better clarity of roles and responsibilities of all involved parties; understanding and commitment to the process at all levels of each agency

Tom Mueller: U.S. Army Corps of Engineers

- Corps has been working collaboratively with WSDOT since 1993; proud of reinventing NEPA/404 merger process; TPEAC builds on this relationship
- Schedule and personnel needs of subcommittee structure is a concern
- One-Stop approach should involve multi-agency coordination, rather than allow WSDOT to self-permit

Sheila North, Federal Transit Administration

- Streamlining is an FTA priority; new administrator is committed to the process
- On-site, in-kind mitigation is very difficult for some projects; watershed-based mitigation should be pursued
- FTA has been working with NMFS and USFWS on ESA; TPEAC can build on these relationships
- Environmental Action Teams would be a model for TPEAC to use
- Need to use performance measure to determine success

Doug Peters, Washington Department of Natural Resources

- TPEAC can serve as an important “bridge” for communication between agencies
- Keep an open mind throughout the process
- Don’t forget to engage local governments in the process

Watershed-Based Approach to Environmental Mitigation Subcommittee

Subcommittee co-chair Peter Birch of the Washington Department of Fish and Wildlife presented an overview of their actions to date. The subcommittee has adopted an approach and schedule for its activities, including assigning several subcommittee work groups. These work groups are Resource Characterization, Regulatory, Local Watershed Coordination, and Implementation. The subcommittee has had discussions on the expectations of their process and products in relation to the pilot projects; there is a perception that the timelines of the subcommittee do not fit the pilot projects schedules.

David Johnson of the Washington Department of Fish and Wildlife presented a business plan for the Salmon and Steelhead Habitat Inventory & Assessment Program (SSHIAP), including project partners, funding needs, and geographic project area profiles for implementation of SSHIAP. The next meeting of the subcommittee will be held on February 5.

Planning Subcommittee

Judith Lee of the E.P.A. provided an overview of the initial accomplishments of the Planning subcommittee since its creation in December. The subcommittee has identified Judith Lee and Sharon Love of the Federal Highway Administration as co-chairs, and has identified experts to invite to participate in the subcommittee. Invitees include WSDOT, E.P.A., Metropolitan Planning Organizations, Washington Office of Community Development, Federal Highway Administration, NMFS, Corps of Engineers, Federal Transit Administration, Washington Dept. of Fish and Wildlife, and other TPEAC members, as interested. The subcommittee’s first meeting will be held on January 24. Initial issues identified by the subcommittee include the following:

- Projects experience difficulty in NEPA

- Delay in project timelines
- Some issues can be more effectively addressed in planning phase
- Some environmental issues are affected by landscape-level decisions
- Planning subcommittee would give non-project specific issues a home

Performance Measurement Structure

Scott Ekman presented the proposed performance measurement structure that will be used to determine TPEAC's success in achieving its goals and objectives. The five goals as presented are:

1. 25% reduction in mitigation costs
2. 50% increase in environmental benefit
3. 60% of projects in programmatic
4. 50% reduction in re-design
5. 50% reduction in permit timing

The performance measurement structure established specific objectives and identified appropriate performance measures and baseline indicators for each of the proposed goals. There was discussion about the origin of the goals and how to measure the baseline for each. It was decided by the group to adopt the proposed structure, with the quantitative goals in parentheses to indicate that these are only preliminary goals and may shift over time as baseline measures are determined. The resolution to adopt the proposed performance measurement structure, as amended with "tentative" goals, was passed by all voting members present.

Plus/Delta, Future Meeting Schedule

The committee discussed positive aspects of the meeting and items that should be changed. The next TPEAC meeting is scheduled for February 13, 2002 from 9am – 3pm. Location is to be determined.

Senator Swecker adjourned the meeting.